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KACHEK—ON THE ISLAND OF HAINAN

Floods, Currency and Mats for Coffins

THE HOME OF "VUNSIO" SILK

(By M. M. MONINGER)

1933 will be remembered in Hainan as the year of big typhoons. The Kachek region was struck by three, all severe. The latest occurred Nov. 5. It was preceded by several days of rainy weather, and the typhoon itself was accompanied by tremendous downpours. At 8.30 a.m. November 6th the new concrete bridge just north of Kachek market was entirely under water, only a few ripples on the surface marking its location. The old well-buttressed stone bridge just a few rods downstream was only a foot above water. It and even its three-foot wooden railing were submerged by the flood at one stage. When the waters receded the approaches to the new bridge were gone and most of its concrete railing as well, but the bridge itself seems perfectly sound. Motor traffic has gone back to the old bridge, which is curved, is approached by curved grades on either side, and has been widened by planks, but even so can be used by cars. It stands undisturbed no matter how the waters rage. Modern bridge construction could well profit by a

or the next morning and were anchored off. Hoihow, during the storm. It was rainy and windy all Sunday morning and no boats dared go out. By Sunday evening the typhoon was on, lasting until 2.00 or 3.00 a.m. Monday. It was Tuesday before customs or post-office boats even dared go out, and Wednesday before cargo could be worked. At that time there was a shortage of cargo boats—about 50 were reported sunk, though the harbor-master considered that number rather an exaggeration. No lives were lost as the boatmen had tied their boats up at the edge of their village and gone to their homes, and the boats would soon be refloated, but it slowed up work for a time. The "Tchekam" suffered some damage and the third ship dragged her anchors and nearly went a ground on the spit but was able to work herself off in time to prevent damage.

The Bak-mang or Golden River was at flood height and with tide was backing up against the wind too Hoihow was nearly surrounded by water. Cars from the interior were unable to cross the river at



A Loaded Car.

carrying two cars, but the current was very swift and progress was slow, and it would take at least half a day to clear the congestion. The river was still so high that cars went on and off the ferry skids in eight or ten inches of water. It is a wise rule that requires passengers to get out of cars before they go on the approaches and stay out until the car has cleared the approaches on the opposite side, though catastrophes with cars are rare at this ferry.

Naturally these typhoons have played havoc with the crops. Rice is increasing steadily in price and the supply will likely be short. Vegetables are scarce and high. For instance, upland celery is just twice its usual price and the bunches are small and of poor quality. Sweet potatoes and other tuber crops are also short, but new vegetables will be ready soon and farmers are nearly ready to put in their new rice seedlings. Many people are unable to repair their buildings after this third storm. The barracks in particular are an eye-sore. The brick and tile, lumber and wire are in heaps just as they fell in the July 30th storm. Unless salvaged soon all material will be a total loss. Beams and roof strips are getting warped out of shape and white ants are doubtless having a feast. It would seem to be economy, at least, to put the soldiers to work piling up bricks and lumber, but they being drilled with unusual vigor of late and perhaps do not really have time.

The currency situation in Hainan is rather interesting. Copper cash are no longer used, coppers and silver dollars being the ordinary coins. Dollars are changing for 270 coppers, a high rate but one which has prevailed steadily for about two months. Dollars in use include Mexicans (which however are not accepted in Hoihow), French Indo-China piastres, yen, Hong Kong dollars too chopped for use in Hong Kong, Kwangtung province dollars (no other provincial dollars accepted at par), Sun Yat Sen commemorative dollars, and Yuan Shih Kai dollars, which are viewed with great suspicion if dated 10th or 13th year of the Republic. All dollars are always carefully rung and many discarded as not full and made its appearance, issued by the Chinese banks and marked Hoihow. Dollar and five dollar bills are current in Hoihow but only ten and twenty cent paper is common in Kachek. Suddenly this week wild rumors flew around that the paper was not good and it could not be used for several days. In Kachek no real reason

(Continued on Page 1)



MOTOR CAR FERRY ON THE GOLDEN RIVER

study of these ancient models—the pointed buttresses on the up-river side break the force of the floods. The "big river" on the south-west of Kachek went on a rampage and flooded everything. In the lower market people could go by boat to the Li family ancestral hall, a thing never known before. Coffins floated away from the coffin shops, lumber merchants hurried hither and thither as the waters receded, locating and securing their loss. A number of houses were washed away. It is reliably reported that a number of corpses floated past and it is feared there was serious damage up the river, but no definite information as to the extent of the devastation has been received.

The storm was also severe in Vang-neng and the beautiful new concrete bridge at Liang-kun has suffered severely. It has eight or ten spans, and five spans settled, making the roadway like a wash-board, all ups and downs. Cars are still crossing but it is considered dangerous, and road men say that no attempt will be made to repair it. When it is no longer usable a ferry will be put in. Apparently the difficulty with this bridge was in the foundations. The contractor evidently did not push his supports down to solid rock. This is a provincial bridge, and it is at an important crossing for all traffic to the south. It is a great pity so much good money has been wasted, but it is only one more proof in the chain of evidence that after all ferries are best in this island.

This last typhoon also struck Hoihow, giving that region its worst blow for twenty years. The sea was rough on November 4th, but boats went out to the S.S. "Klungchow" and passengers got ashore. The "Tchekam" and one other boat came in that evening

the Ham-Khau ferry and much of the fifteen miles of road between Ham-Khau and Hoihow was under water. By Wednesday afternoon cars were able to cross the long causeway just east of Klungchow City and on Thursday a.m. I was able to start for Kachek, having been delayed in Hoihow by the storm. At the ferry women were busily carrying sand out of the cement approach on the west side, which had been completely filled up. A roadway for cars had already been dug out, and they were filling up the big ditch washed out at the edge of the houses, where the water had poured through. Several cars were waiting to cross on the Hoihow side, and across the river cars were lined up in a solid row, in some places a double row, forty of them, waiting to cross. The little motor boat was doing its best to hustle the two scows back and forth, each scow

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FERRY ON THE GOLDEN RIVER AT HAM-KHAU

DOMINANCE OF THE OIL ENGINE

Diesel with Horizontally Opposed Cylinders

The outstanding fact revealed at Olympia was the development, alike in numbers and in technical efficiency, of the heavy-oil or compression-ignition engine. This kind of progress does not catch the eye as do the big lorries and the huge double-decker buses, but in interest and in what it indicates of the future it is the most significant thing about the show. It is not merely that more chassis makers are showing heavy-oil engines at this year's show than in 1931; actually the oil-engined vehicles shown on chassis-makers' stands outnumber the petrol types in ratios of four to one up to seven to one, whilst on some stands oil-engined vehicles alone are staged. Indeed, except for the smaller types of road machines, the light runabouts and delivery vans, there is scarcely a type which is all-petrol. The change since 1931 is significant. British makers of commercial vehicles were not in the market with the oil engine as early as were Continental makers, but in efficiency and in technical progress the home factories now lead. It is even claimed that in details of oil-engine manufacture Great Britain can produce work of higher precision than can the Continent. Many of the early troubles have been eliminated. Cylinder wear, once an acknowledged weakness, has disappeared with the introduction of the hydrogen-hardened barrel, and structural deformation, wear of bearings and other troubles are now virtually things of the past. The oil engine is established.

It is making progress in other directions. With the new year transport operations will have to face much lighter taxes. A nine to ten tonner with pneumatic tyres, which now pays £48, will next year have to pay £170; if shod with solid tyres the respective rates are £60 and £226 13s. 4d. A nine to ten tonner with an oil engine and with pneumatic tyres is now taxed at £48, and next year will be taxed at £225; for solid-tired machines of this weight the respective rates are £60 and £300. The tax is based on unladen weight, and faced with this increase, makers, as the show reveals, have been working on the problem of giving the biggest possible payload capacity for the lightest possible weight and for the smallest adequate power unit. The show reveals a distinct tendency, therefore, for a development towards smaller sizes both in power and weight, of the compression-ignition engine. The engine is now making its appearance in the 30cwt. and the two-ton classes of lorry. One firm is even producing a Diesel engine with horizontally opposed cylinders of 7 h.p. with a cubic capacity of no more than 780c.c., as well as a 10 h.p. of the same type of 1,000c.c.

'Lead' to Car Design

This is a remarkable development. The heavy-vehicle show is held in alternate years, and makers put the intervening period to such good use that the show has acquired a reputation for revealing more advance in motor engineering than does the ordinary car show, to which it has often given a lead in motoring practice. With the coming of such small oil engines it is an interesting speculation whether once again the "heavies" will give the car world a lead and help to introduce the oil engine to the motor-car.

Fire engines, motor-driven agricultural machines, vans of many types, all are seen at the show, but the two main sections are the commercial goods vehicles and the buses. The passenger vehicles, also faced with a big increase in tax, are meeting it in various ways. One way is to put the engine under the driver's seat, an arrangement that provides accommodation for three additional passengers. The fluid fly-wheel in combination with the pre-selector gear is a refinement now much more frequently seen. The electric trolley vehicle is still putting up a big fight against the motor-bus and can claim that when the question is which of them should supersede the tramcar the electric trolley takes at least an appreciable quantity of the current once required for the trams. The rail-car is also shown, and the steam wagons are appearing in smaller and lighter forms. The small tractor known as the "mechanical horse" shows improvement.

But it is the "big fellows" of the show which indicate the weight and volume of traffic now going by road. Just a few may be mentioned: a 12-ton six-wheel-

er, a three and a half and a six tonner, each of which can be converted into articulated "six-wheelers," a 15-ton articulated eight-wheeler, with six speeds in constant mesh which can be fitted with a petrol or an oil engine. And as some indication of transport requirements overseas, one firm produces an eight-wheel drive tractor for cross-country work which will take two eight-wheel trailers. It is designed for use in undeveloped countries and will draw a 15-ton load on 24 wheels.

A WEEK OF FLYING

Difficulties of Fog

While stratus or low clouds make flying in mountainous country difficult, suitable wireless installations throughout the country will minimise such difficulty to a considerable extent. A more serious problem presents itself, however, when condensation in the form of fog is encountered between the stratus clouds and the ground, especially at those points where air terminals are most desirable.

Fog is the great weather phenomenon which man so far has been unable to conquer. In the battle, fog-piercing lights and instruments which make "blind flying" possible have been developed, but they have by no means been perfected. So far their installation has done little to make an attempt to land on a fog-enveloped aerodrome reasonably safe, particularly when the approaches to the aerodrome are blocked with high trees, chimney stalks, and overhead power lines.

Nobody has yet invented a way of dissipating fog, and meteorologists have been unable to devise thoroughly practical ways of making accurate forecasts concerning fogs, although by careful observations they have learned a great deal about their causes. When these are fully understood it may be possible to mitigate the fog evil to a considerable extent by removing or counter-acting them.

Formation of Fog

As in the formation of clouds, fog is formed through moisture-laden air being cooled to a point where it must give up some of its moisture by condensation.

At sea fogs are usually created by advection, as when the warm air over such a body of water as the Gulf Stream drifts along until it comes over much colder water as for example the Labrador Current. Then the moist warm air is immediately cooled by the cold waters below, with the result that at its new and lower temperature it is carrying an excess of moisture which it must give up at once. This it does by condensation. The outstanding example of this process is to be found over the Banks of Newfoundland, where the proximity of the Gulf Stream to the Labrador Current brings about the dense fogs which are such a handicap to North Atlantic shipping.

While fogs, which have formed over the sea in the manner described, may drift over the land on the seaboard as in the English Channel, fogs on land are generally caused by what is known as radiation. Soil and rocks absorb heat very rapidly, and give it up just as rapidly. Consequently after sunset the earth begins immediately to give up the heat which it has absorbed during the day from the sun. If the ground is moist, or if over the surface there are sheets of shallow still water, considerable evaporation takes place during the process of heat radiation. If at the same time there is little or no wind to carry away this evaporating moisture the air immediately above the damp ground becomes saturated with water vapour. Gradually as this air cools down in sympathy with the ground below it becomes over-saturated, and condensation takes place in the form of fog.

In most districts a very gentle breeze is sufficient to carry away the moisture-laden air before it becomes saturated, and so no fog appears. Rates of radiation, available surface moisture, and wind velocities vary so much that it has been impossible so far to forecast accurately just when fog will form and how long it will last when it does form.

MOTOR JOTTINGS



VAUXHALL IN AUSTRALIA

This photograph was taken on a tour sponsored by the Australia Motor Travel Association and the New South Wales. The photograph gives an idea of the arduous kind of country which Vauxhall cars have to negotiate in Australasia—a part of the world in which this make of car is becoming increasingly popular. With the above photo the following Caption was received from the Camera man:—We leave the homestead of the Ranger and after travelling a short distance through pleasant pasture land the car is driven across the first lapstone of the Wollondilly River.

RANDOM NOTES

A Car Every Three Minutes

One hundred and fifty cars a day are allowed for in the Standard output programme for 1934. This means a 50 per cent increase on previous production, and has necessitated the installation at the Canley works of a new overhead conveyor system 2,000 ft. long.

Metropolitan Transport Supply Co., Ltd., Decide on Thornycrofts.

One of the most important contracts secured for some time is that in hand for this well-known company, who have ordered forty 10/12-ton rigid six-wheelers incorporating a 100 h.p. 6-cylinder engine, Thornycroft overspeed gearbox and 13.50 low pressure tyres. Insulated box van bodies will be fitted to all these chassis, one of which will be specially built by Thornycrofts for exhibition purposes.

The total value of this order is in the nature of £60,000.

Good News.

The Directors of Rolls-Royce, Ltd., have declared an interim dividend at the rate of 5 per cent for the six months ended June 30th, 1933.

This is the first occasion on which an interim dividend has been declared by the company. The dividend for the past year was at the rate of 8 per cent, together with a bonus of 2 per cent.

THAT STUBBORN ENGINE

Make a Good Job of Lubricating Road Spring

Fortunately I have never owned a car in which the engine was of the mulish variety, but I have handled a few of that type. They were perfect pests, and by the time one had swung the starting handle for five minutes and popped in and out of the driving seat, becoming more hopeless each time, the joys of ownership had pretty well vanished.

These troubles, however, are not frequent now, as cheap and nasty magnetos are things of the past and their places have been taken by quite good coil and battery systems that provide a "fat" spark at very low engine speeds.

When the car is wanted early on a morning when it's really chilly, a liberal supply of really hot water will work wonders. Fill up the empty cooling system with it, and, after letting it remain for about ten minutes, drain it off and repeat the operation.

Well Worth While

Most of the heat from the first filling will have been dissipated in heating the cylinder block and head, as well as the radiator and other metal parts, and the second supply will then be able to turn its attention, as it were, to the bearings and the oil itself.

I know that many owners will think this procedure a great bother, but we are writing of stubborn engines, and the trouble involved in filling the cooling system twice with hot water is nothing at all compared with the only other alternative—a

High Praise.

If you look back at the record of the Singer team during the past year you will see that they have done remarkably well, and one cannot help thinking that they could do equally well in this type of competition (the Ulster T.T.) for everything they undertake seems to be successful.—"Casque" in "The Auto-car."

120 M.P.H. ON BRITISH LIGHT CAR

At Monlhery Racing Track

A special Austin Seven developed for high-speed record attempts, travelling at almost two miles a minute, recently set up new records for distance of from five to ten miles at Monlhery Racing Track.

The driver was T. M. Jamieson, and the actual figures for these new records, subject to official confirmation, are: five miles at 119.38 m.p.h.; ten kilometres at 119.39 m.p.h.; ten miles at 119.19 m.p.h.

This new Austin Seven Special, which is notable for its fine streamlining, is virtually a miniature Bluebird, and practically two-miles-a-minute with a 747 c.c. side-valve engine, certainly marks another great achievement for the British light car.

More recently Mr. Jamieson has broken the 50-kilometre Class H record at 113.42 m.p.h. The previous record is exceeded by a margin of no less than 7½ m.p.h.

EFFICIENCY IN BRAKES

Can Small Cars Equal Large

The point has been raised whether small cars can be as effectively braked as large. The opinion has been expressed that many road mishaps are due to this cause, while an opposite view is that with reasonable efficiency in both cases the lighter car can be stopped in the shorter distance.

Actually, of course, the weight of the car has no bearing on the subject. The stopping distance is all a matter of the design of the braking system. The lighter vehicle the less the energy to be absorbed by the brakes, but the brakes cannot absorb more energy than road adhesion allows. Road adhesion, on the other hand, depends on weight, so that in theory a light car and a motor bus on the same road should be able to pull up in the same distance from the same speed.

In practice, of course, suspension has some effect, and so does weight distribution and the division of braking effort between front and rear wheels. Actual test figures confirm the fact that weight has little to do with the matter. Thus recently published figures for stopping distances from 30 m.p.h. give 29ft. for a 32-110 h.p. Austro-Daimler, which may be taken as a heavy-weight. On the other hand a Singer Nine Sports only took 27ft. The best figure was a 23 litre Bugatti with only 23ft., the Frazer-Nash figure was 27ft., but one of the most expensive types of larger sports car gave the poorest result of all. At all events these figures are in accordance with theory that weight in itself has nothing to do with stopping distance.

Silent Motor Cycle for the Police.

Appreciating the fact that silence is golden when it comes to apprehending malefactors, the Coventry police Triumph motor cycles. Similar machines are also in use by Army despatch riders and the police forces of several other provincial cities.

NEW MORRIS CARS

Thirty-three Models

The new Morris cars, of which there are eight different types, and altogether thirty-three models, make up perhaps the most interesting as well as the largest series yet turned out of famous Cowley works. The prices range between £110 for the cheapest, the 8-h.p. Minor Four, to £395 for the 25-h.p. Six, and every chassis has special new points in design, such as synchro-mesh four-speed gear-boxes, cross-braced frames (of an unusual design), and, on the smaller cars, what is called "equipulse" power-unit rubber suspension. Two entirely new models have been added, the Morris Ten-Six and the Cowley Six, as well as a sports model on both the Ten-Four and Ten-Six Chassis. Judging from the photographs in the excellently drawn-up catalogue, the coachwork is considerably improved, not only in appearance—the new window frames give a pleasant lightness to the general lines—but in accommodation. On the smaller cars, with short wheelbase, the engine is mounted forward to give additional leg-room, as in the Wolseleys and others of last year and earlier.

Automatic De-Clutching

In the three largest cars, the 25-h.p. the 18-h.p. "Tals," and the 2-litre 16-h.p. Oxford, the specification includes a free-wheel and Bendix automatic clutch control, called the "single-pedal" control. This means that the clutch is automatically withdrawn as soon as the accelerator pedal is released; in other words, the car coasts as in the ordinary way with the clutch out, but not by human agency. Machinery depresses the clutch pedal, or produces that effect. In addition, there is a free-wheel, both gets being controlled from the dash-board. The combination, it is claimed, renders the box crash-proof. The necessary movements for setting the car in motion require the use of the right foot only, for acceleration and slowing down. Gears are engaged and changed by moving the gear-level without touching the clutch pedal. The drive can be locked immediately, if required.

BRITISH TAXIS ABROAD

Holland is buying British taxis because they are cheaper to run than those of other countries. For instance, an order for twenty 9 h.p. saloon taxis was received by the Singer Co. recently. Taxis are very extensively used in Holland, and proprietors are finding that the excellent light British engines are much more economical than bigger engines which have in the past been used.

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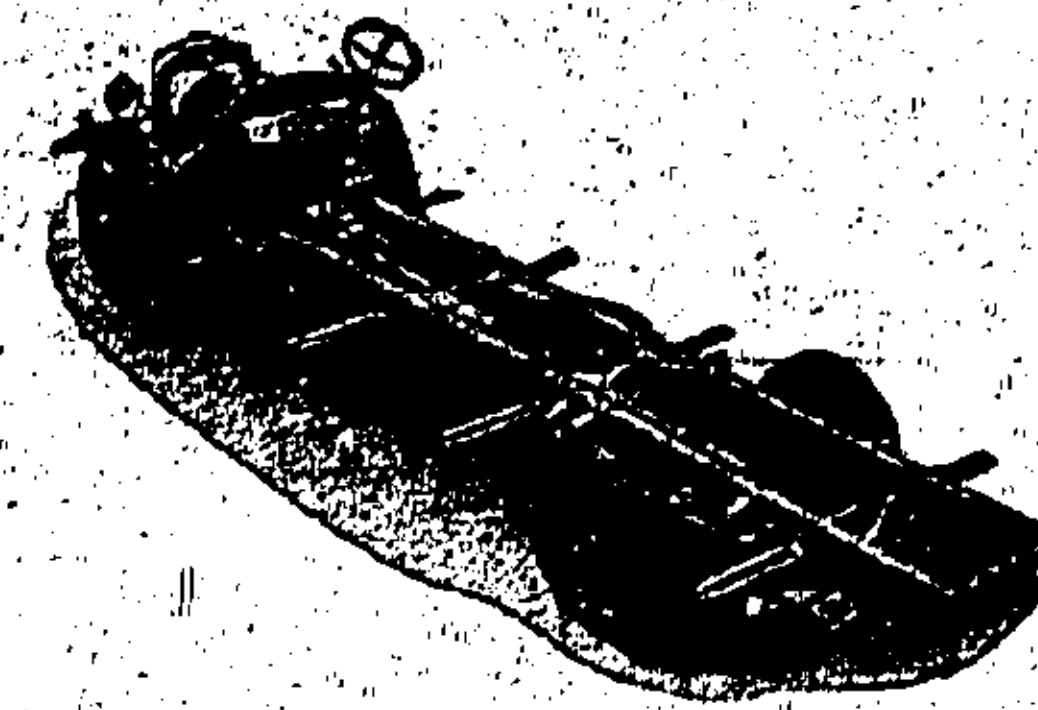
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AS OTHERS SEE US.

The following is taken from the "TIMES" LITERARY SUPPLEMENT dated 19th October, 1933.

CHANGING CHINA. "A Quarterly Non-Political Review of Life and Conditions in Modern China. Vol. I, No. 1, April, 1933, 128 pp. Vol. I, No. 2, July, 1933, 128 pp. 7s. 6d. Hongkong Daily Press (63, Fleet Street, E.C.4.). 1s. 6d. n. each.

In a preface, the editor explains that the purpose of this newly established quarterly is to keep a record of the progress of events in all parts of China, and by disseminating a fuller knowledge of the country's actual conditions and needs, to assist in the promotion of trade and a better understanding between East and West. To this end, qualified correspondents in every province have undertaken to supply reports, commentaries, and forecasts. The first two numbers contain several articles on interesting subjects—e.g., the industrial development of the Kwang provinces, the spread of Communism, the condition of the native cotton industry, and the Mind of Young China.

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PARLIAMENT'S CHRISTMAS

London, December 27.
The prorogation of Parliament for the Christmas holidays, and guarantees to those who live in remote constituencies the pleasure of eating their Christmas dinner in their own homes. There was a time, however, when politicians scorned such amenities and lived more or less laborious days without thinking of a recess for indulgence in Christmas feasting and frivolity. Moreover, that was before a Puritan Parliament had abolished the festival and when it was elsewhere observed vigorously throughout the land. On Christmas Day, 1836, when the House of Commons met as usual, one member expressed himself as shocked at the small attendance, and complained also that he had been kept awake most of the preceding night by the noise of preparation for this day's foolishness. Ten years later he would have had no grounds for complaint, for in 1846 the Roundhead Parliament abolished Christmas, and it remained unobserved till the Restoration.

NOVEL AND NOVELIST.

The announcement of the death of Mr. Louis Joseph Vance, the American novelist, recalls a curious literary coincidence. In the summer of 1909 Mr. Vance was startled to read in an English newspaper that there was about to be issued a novel by William De Morgan entitled "Joseph Vance," which was said to be a "complete human document." De Morgan himself was no less surprised at the discovery that there existed in America a novelist of considerable reputation who bore the same name as that of his own hero. "I can't tell you," he wrote, "how funny it seems to me to be writing to a real live Joseph Vance after 200,000 words of writing about a fictitious one."

The incident led to a correspondence between the two authors which extended over ten years and in which they exchanged many confidences respecting their methods of work. In some of these letters, as printed in Stirling's biography of De Morgan, Vance addressed him as "my literary godfather," and De Morgan responded by calling Vance his literary godson. It was not until six years after the publication of the book that they met in the flesh, on the occasion of a visit of Louis Joseph Vance to London.

THE MISSING PRINCE.

"There will be 1,300 for lunch on Thursday." In words such words, I imagine, Mr. Bertram Mills, showman, gave his orders for the send-off party which annually precedes the Olympic circus.

The host, in paying a final compliment to Prince George, became almost royal himself when he looked around the guests in the great "marquee" and embraced them in the phrase "the common population."

Prince George, as guest of honour, was paying the first royal visit to a serious since Queen Victoria attended a similar opening of Olympia in 1886.

His interest in the "behind the scenes of circus life" nearly led to disaster. Mr. Mills makes it a rule that his luncheon guests should be in their seats at the ring-side before the show starts.

Punctually at 2.45 the guests were ushered to their tables and waited expectantly. 15 minutes stretched on to twenty. Fear began to be expressed that the Prince had been prevented from coming.

At that moment doubts were dispelled by his arrival. Prince George, it transpired, had been fascinated by signs and sounds that had caught his attention in the side-shows, and had failed to note the passage of time.

THE NEW CABINET MINISTER.

Coming away I met Sir Kingsley Wood, receiving congratulations on his elevation to the Cabinet, while retaining his office of Postmaster-General.

It is not the standing of the Post Office but of its present head which has been recognized. Thus no question of an

increase in the £2,125 salary arises.

Such would not be the case were action taken on the suggestion that the Ministry of Agriculture, for example, should be raised to the status of a Minister of State. In that event Mr. Walter Elliot might expect an increase of salary from £1,700 to £4,000 a year.

OF THE ASTOR CLAN.

Maiden speeches by the two junior members of the Astor family party were a feature of the concluding sitting of the Commons.

Lord Willoughby de Eresby took precedence, no doubt because he has sat in the House a few days longer than Mr. Ronald Tree, who came in as a result of winning the last of the by-elections.

Both speeches were brief and modest. Indeed, Lord Willoughby reminded the House that besides being one of the latest arrivals, he was the youngest member.

Lady Astor, the chief mistress of the new Commons clan, shook her head in unmistakable dissent when Sir Percy Harris asked whether the new members shared their views on all political matters.

THE CODEX SINAITICUS.

For many centuries the Codex Sinaiticus, which is to find a final resting-place in the British Museum, lay in one of the strangest and oldest buildings in the world, the Convent of St. Catherine on the plateau of Sinai.

The convent is a fortress-shaped building, built with fertile orchards, in a landscape completely barren, and illustrates what man can do by centuries of diligence and patience.

When Mr. Arthur Merton, the Near East Correspondent of "The Daily Telegraph," visited it ten years ago he inspected the library where the rare manuscript volume had long lain, probably ever since the destruction of the Cæsarean Library nearly 13 centuries ago.

WAS A PROMISE BROKEN?

AS regards the Russian story that it was sent as a gift to the Tsar in the early 'sixties, the monks have a different version.

They told Mr. Merton that it was only after urgent persuasion, and under the irresistible influence of the Russian Church, that the MS. was allowed to be taken to St. Petersburg for copying, and they added, a promise was given by the Tsar's representatives that it should be carefully returned. What came back, in due course, was neither the precious original but only a copy.

It is this copy, they said, that is preserved in the convent library to this day, and has been consulted by innumerable scholars since.

SIR HENRY DICKENS.

The death of Sir Henry Dickens severs the last direct link with the creator of Pickwick.

Charles Dickens was very proud of his sixth son, Henry. The boy's success at Cambridge delighted his father, who wrote to a friend:

I have a great success in the boy-line to announce you. Harry has won the second scholarship at Trinity Hall, which gives him £50 a year as long as he stays there; and I begin to hope that he will get a fellowship.

When "Harry" was to make his first speech at the Union his father wrote him a letter, which is worth quoting in part.

This letter contains in a sentence the elements of successful public speaking.

I am very glad to hear that you have made such a good start at the Union. Make any amount of pains about it; open your mouth well and roundly; speak to the last person visible, and give yourself time for the next.

Charles Dickens, at first intended to call his eighth child Oliver Goldsmith Dickens.

But he changed his mind, and influenced by his admiration for "Tom Jones," which he was then reading, he christened the boy Henry Fielding.

MERCHANT MARINE

Earl Beatty's Warning

(Special Air-Mail Service)

London, Dec. 27.
When the House of Lords met, Earl Howe presented a petition on behalf of 12,000 officers of the Merchant Marine.

Later he moved that a public inquiry be set up to report upon the conditions of service.

"The officers of the Merchant Navy," he declared, "are to-day suffering from certain grievances which to me, as any sailor, seem to cry out for redress."

Lord Howe went on to quote a number of cases to illustrate the present conditions of service in the Merchant Marine. A second officer working on one of the biggest lines had a maximum salary of four guineas a week, out of which he had to provide his uniform and pay for his laundry.

Recently a senior officer was dismissed, with after twenty-four years' service without compensation or pension. He belonged to a great liner, owned by a big company.

Some sort of pension scheme for the Merchant Marine would be an absolute boon. At present officers were only signed for a single journey, and might find themselves put off at the end of it.

They are in the position of casual labourers and nothing more," he added warmly.

Lord Howe then dealt with the question of the employment of foreigners.

He said that in some British ships there were no British officers. Recently the Board of Trade permitted two whalers to leave Liverpool for the Antarctic with Norwegian captains and officers.

Shipowners' Reply
Lord Esmond, on behalf of the shipping industry, said they had the highest regard for their officers and men.

He disagreed with Lord Howe, however, that a public inquiry into present conditions was necessary. There was already in existence an organization known as the National Maritime Board for dealing with these questions. This body would cordially welcome the representatives of the officers, and they were obviously the people before whom alleged grievances should be examined.

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H.K. WIRELESS PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

1-2 p.m.—European programme.
1 p.m.—Local time and weather re-
port.

1.30 p.m.—Recorded music.
1.20 p.m.—Rugby Press news, etc.
1.30 p.m.—A relay of the Rotary
Club Tiffin Speech—Rotarian
A. Swann on "Rotary and
War."

2 p.m.—Close down.
Three Studio Items To-night.
4.30-5.15 p.m.—Chinese recorded
programme.

5.15-6 p.m.—A relay from Davenport
of the Scottish Studio Orches-
tra directed by Guy Daines.

6-7.30 p.m.—Chinese recorded
programme.

7.30-10.30 p.m.—European pro-
gramme.

From the Studio.
7.30-8 p.m.—The 21st of a series
of lessons in Cantonese by the
Rev. Mr. H. R. Wells.

8 p.m.—Local time and weather
report.

From the Studio.
8.3-9.30 p.m.—A pianoforte recital
by Madame C. Cuervo.

Programme.
1. Andante de la Sonata 9 (Bee-
thoven).
2. Ecossaise (Beethoven).
3. Danzas españolas No. 9
(Granados).
4. Vogel als Prophet (Schu-
mann).
5. Prelude No. 1 (Debussy).
6. Danzas Fantásticas—Orgia
(Turina).
7. Le Cirque—Clowns (Turina).
8.30-9.15 p.m.—

Recorded Music.
Orchestral—Summer Night on the
River (Dellius)—Sir Thomas
Beecham and the Royal Phil-
harmonic Orchestra.
Song—A Summer Night (Mar-
zials and Gering Thomas).
Song—My Dearest Heart (Sulli-
van)—Doris Vane (Soprano).
Orchestral—Der Freischütz—Pot-
pourri (Weber)—Marek Weber
and his Orchestra.
Orchestral—Witches Dance (La
Tregenda) from "Le Villi"
(Puccini)—The B.B.C. Wireless
Symphony Orchestra con-
ducted by Percy Pitt.

Orchestral—Concert Waltz in A
(Giazounov)—The B.B.C. Wire-
less Symphony Orchestra con-
ducted by Percy Pitt.

Song—Too Late to-morrow
(Langenberg).
Song—Macushia - (Rowe-Mac-
Murrough)—Richard Crooks
(Tenor).
Orchestral—Dance Slave (Cha-
brier).
Orchestral—Marche Joyeuse
(Chabrier - Hinrichs)—New
Light Symphony Orchestra.

9.15-9.45 p.m.—
From the Studio.
Selections by Miss Doreen Ma
(Piano) and Mr. Harold Leong
(Violin).

Programme.
1.—I've Got to Sing a Torch
Song.
2.—I Wake Up Smiling.
3.—Learn to Croon.
4.—I Want You—I Need You.
5.—Doreen (J. A. Silverio).
6.—Ah, But is it Love?
7.—You've Got me Crying Again.
8.—Hold Your Man.
9.—Thanks.
9.45-10.30 p.m.—

Musical Comedy.
Vocal Gems—Music in the Air—
Light Opera Company.
Selection—Bow Bells—New May-
fair Orchestra.

Vocal Gems—Wild Violets—
Maria Elmer and Martin Kras-
mer of the State Opera, Dres-
den, with Chorus and Orches-
tra.

Selection—Mother of Pearl—New
Mayfair Orchestra.

Vocal Gems—The Cat and the
Fiddle—Light Opera Company.
10.30 p.m.—Rugby Mid-day Press
news.
10.35 p.m.—Close down.

of the
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of JANUARY, 1934,
At 3 P.M.

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POLICE ORDERS

CHINESE COMPANY

Training Course—Part II. All
recruits will attend at the Chinese
Company Headquarters on Tues-
day, January 16th, at 5.30 p.m.,
for instruction.

Inspection Parade. All ranks of
the Chinese Company will parade
at Central Police Station on Thurs-
day, January 18th, under Sub
Inspector R. J. Hunt for a general
inspection of equipment etc., by
the Company Commander. Fall in
at 5.30 p.m. sharp. Dress—Blue
Uniform, Cap with White Cover,
Belt with "Brace, Armband with
Badge, "Pocket Policeman" and
note-book to be carried. The
Equipment Officer will make it a
point of being present. Recruits
will attend. The Company will
parade on Thursdays each week
until further notice.

INDIAN COMPANY
Strength. Constables R287
Ghulam Mohamed and R296
Mohamed Khan have been taken
on the strength of the Indian
Company, as from January 4th,
1934.

Inspection Parade. All ranks of
the Indian Company will parade
at Central Police Station on Wed-
nesday, January 24th, under
Sub Inspector R. J. Hunt for a
general inspection of equipment
etc., by the Company Commander.
Fall in at 5.30 p.m. sharp. Dress—
Blue Uniform, Cap with White
Cover, Belt, Armband with Badge,
"Pocket Policeman" and note-
book to be carried. The Equip-
ment Officer will make it a point
of being present.

FLYING SQUAD
Special Duty. Special Duty will
be carried out by members of the
Flying Squad on Wednesday, Janu-
ary 17th, from 20.00 to 22.00
hours and on Friday, January 19th,
from 17.30 to 19.30 hours. Mem-
bers will fall in at Central Police
Station at the time arranged.
Dress—Blue Uniform and Cap
with White Cover.

EMERGENCY UNIT RESERVE
Meeting. The Annual General
Meeting of the Unit will take place
on Friday, January 19th, at 5.30
p.m. at the No. 2, Police Station.
All members of the Unit, are to
bring a complete list of their equip-
ment including Numbers of Rifles
and Revolvers. Members unable
to attend are to send by post a
complete list before that date to
Sub Inspector (R) Dunlop c/o
Hong Kong Electric. Section
Leaders to get in touch with their
men.

The Prince of Wales, at the Sta-
tioners' and Newspaper Makers
Company dinner.—It is impos-
sible to over-estimate to-day the
importance of the printed word.

The Prime Minister (to Mr. Max-
ton, on the Night Sitings ques-
tion).—I will wait until I see
you in my seat.

Earl Beatty.—If the country were
again to be beset by enemies, the
demands upon our Merchant Navy
would be greater than they have
ever been in the past.

Sir William Davison, M.P.—Is the
Prime Minister aware that the
British Museum was started by
means of a lottery?

M. Jean Rochetaillade, the miller
of Chéniers, on learning that he
had won 282,500 in the French
lottery.—I love my mill, and I
will continue to work in it.

Lord Cecil, at Headquarters' Con-
ference.—There is not the slight-
est chance of our being able to
keep out of a major disturbance
in Europe.

Lord Wakefield, at Cordwainers'
Hall.—I recollect prophecies of
the end of all things thirty or
forty years ago, but a few sear-
mongers do not make a nation.

Lord Londale, at the Circus lun-
cheon.—We all know that in these
sophisticated days it is increas-
ingly difficult to provide novel-
ties.

Mr. B. S. Hudson, M.P., on the
subject of herring in training-
centre menus.—My hon. friend
will realise that it is a somewhat
spiny subject.

ways being lower than that of the
Government.
Business activity increased 10 per
cent, during the year, the report
said, and monthly buying power
was U.S. \$843,000,000 greater than
in 1932.

Business, however, is still 30 per
cent below normal, the report es-
timates, with fear of inflation the
chief obstacle to restoration of con-
fidence.

It is estimated that there are still
10,000,000 persons unemployed.
"United Press."

Hesterday's Sayings

The Prince of Wales, at the Sta-
tioners' and Newspaper Makers
Company dinner.—It is impos-
sible to over-estimate to-day the
importance of the printed word.

The Prime Minister (to Mr. Max-
ton, on the Night Sitings ques-
tion).—I will wait until I see
you in my seat.

Earl Beatty.—If the country were
again to be beset by enemies, the
demands upon our Merchant Navy
would be greater than they have
ever been in the past.

Sir William Davison, M.P.—Is the
Prime Minister aware that the
British Museum was started by
means of a lottery?

M. Jean Rochetaillade, the miller
of Chéniers, on learning that he
had won 282,500 in the French
lottery.—I love my mill, and I
will continue to work in it.

Lord Cecil, at Headquarters' Con-
ference.—There is not the slight-
est chance of our being able to
keep out of a major disturbance
in Europe.

Lord Wakefield, at Cordwainers'
Hall.—I recollect prophecies of
the end of all things thirty or
forty years ago, but a few sear-
mongers do not make a nation.

Lord Londale, at the Circus lun-
cheon.—We all know that in these
sophisticated days it is increas-
ingly difficult to provide novel-
ties.

Mr. B. S. Hudson, M.P., on the
subject of herring in training-
centre menus.—My hon. friend
will realise that it is a somewhat
spiny subject.

ways being lower than that of the
Government.
Business activity increased 10 per
cent, during the year, the report
said, and monthly buying power
was U.S. \$843,000,000 greater than
in 1932.

Business, however, is still 30 per
cent below normal, the report es-
timates, with fear of inflation the
chief obstacle to restoration of con-
fidence.

It is estimated that there are still
10,000,000 persons unemployed.
"United Press."

U.S. FEDERATION OF LABOUR

Statistics Tally With
Administration

Washington, January 7.
The American Federation of La-
bour to-day issued a report entirely
supporting Government statistic up-
on the extent of re-employment in
the United States during the past
several months.

The A. F. of L. report stated that
a total of 6,400,000 were re-employ-
ed during 1933. Of this total, it was
stated, industry, directly absorbed
1,500,000, the remainder being em-
ployed by the Civil Works Admin-
istration, the Public Works Admin-
istration, and the Civilian Conser-
vation Corps.

The American Federation of La-
bour compiles a completely inde-
pendent estimate from the Govern-
ment and there is sometimes a wide
difference in the two estimates, the
Labour organization's estimate al-

ways being lower than that of the
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fidence.

It is estimated that there are still
10,000,000 persons unemployed.
"United Press."

LAMBERTS AUCTIONS

PUBLIC AUCTION

THE Undersigned have received
Instructions

To Sell at
PUBLIC AUCTION

on
Tuesday and Wednesday
the 16th and 17 January 1934

COMMENCING EACH DAY at 9.30 A.M.
with an interval from 12 Noon
to 1.30 p.m.

At H. M. NAVAL YARD, HONG
KONG AND NAVAL ARMAMENT
SUPPLY DEPOT.

**OLD AND SURPLUS
NAVAL STORES, ETC.**

Comprising—
Boilers, Lathes, Steam Hammer,
Boring, Drilling, and other Machines
etc., Old Tools, Canvas, Asbestos,
India, Rubber, Clocks, Glass Tubes,
Leather, Electrical and W/T Fitting,
Lamps, Telescopes, Oars, Cordage,
Aurils, Canvas, Tubing, Blankets,
Mosquito, Netting, Furniture, Car-
peta, Electric Cables, Drums, Dirty
Oil Fuel, and old Metals comprising
Zinc, Old Brass, Iron, Steel, Lead,
Old Battery Plates and White Metal,
etc., etc.

LOTS MAY BE INSPECTED ON MONDAY
THE 15th JANUARY, 1934.

TERMS OF SALE:—AS DETAILED
IN CATALOGUE.

LAMBERT BROS.,
By appointment
Auctioneers to The Admiralty.

BY ORDER OF THE
MORTGAGEE.

PUBLIC AUCTION

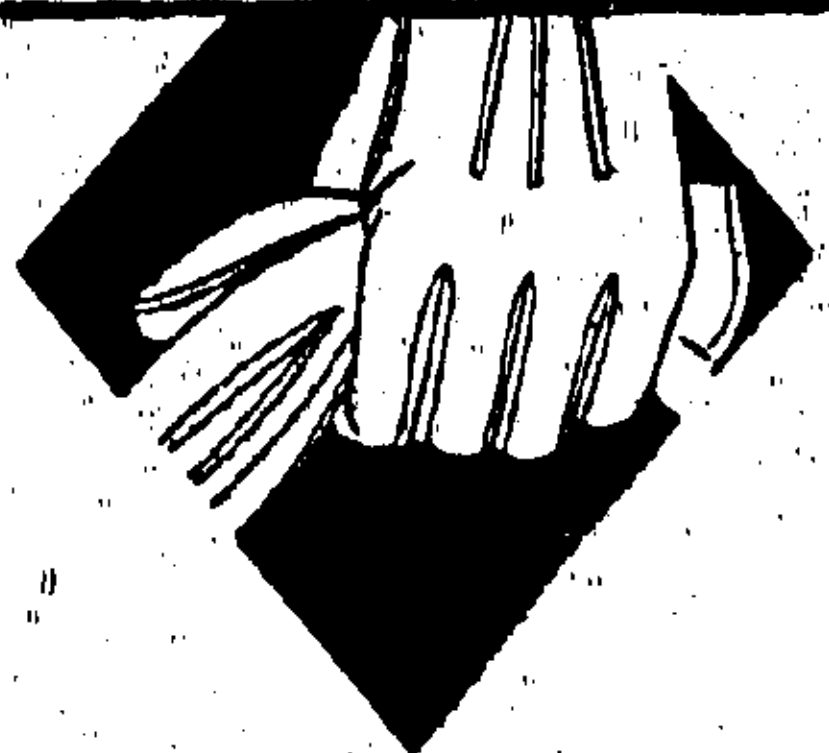
if the
VALUABLE LEASEHOLD PRO-
PERTY situated at Victoria in the
Colony of Hong Kong and registered
at the Land Office as the Remaining
Portion of Inland Lot No. 24 together
with the premises thereon known
as No. 180, QUEEN'S ROAD, WEST

to be Sold
on
MONDAY, THE 22ND DAY
of JANUARY, 1934,
at 3.30 P.M.

by
Messrs. LAMBERT BROTHERS,
AUCTIONEERS,
At their SALE ROOM,
No. 4, DUNDRELL STREET,
VICTORIA, HONG KONG.

For further Particulars and Con-
ditions of Sale, Apply to—
Messrs. WOO & N' SE,
Mortgagee's Solicitors,
No. 4, Queen's Road Central,
Hong Kong,
or to
M

GLOVES....



CHAMOIS, BUCKSKIN, HOGSKIN
in various colours from \$8.50 per pair.

SCARVES

WOOL, SILK, ARTIFICIAL SILK
in new colours and designs from \$4.50.

SPATS

TAN, GREY, FAWN MELTON CLOTH
all sizes. \$10.50.

ALL PRICES LESS 10% CASH DISCOUNT.

MACKINTOSH'S LTD

MENS WEAR SPECIALISTS

STOP



REDUCED PRICES

A NEW PRICE-LIST HAS BEEN ISSUED COMMENCING
ON 1st JANUARY FOR LAUNDRY AND DRYCLEANING
ORDERS AT ALL DEPOTS.

THE STEAM LAUNDRY CO.

The Largest Sanitary Laundrymen, Dyers and Drycleaners in the Far East.
Head Office & Works, Mongkok. Tel. 57032.
66, Queen's Road Central. 21270.
37, Nathan Road. 58545.
336, Nathan Road. 58906.

TO-MORROW AT THE KING'S SAMARANG

INTO A MAELSTROM OF
FIGHT-TO-DEATH

She plunged to the side of
her lover and together they
fought the killer-shark! For
it was the law of Samarang
that lovers must live...or
perish...together!

LOVE WAS NEVER
FIERCE THAN THIS

Directed by
WARD WING

UNITED
ARTISTS
PICTURE

with Musical Accompaniment

ECHOES OF 1859

**82—Garrison Officers Climb
Down**

(November 23, 1859)
NOTICE

"The Officers of the Garrison, being anxious not to disturb the harmony of this community, having established their right to invite whom they please to their Private Theatrical Representations, and the Parades, having in a public petition to H.E. the Governor, ignored all connection with objectionable statements in the local papers, in the following words, viz: 'had it not been for the very improper course which writers in some of the newspapers have thought proper to take, but for which course your petitioners are not in the slightest degree responsible,' the circular issued to subscribers dated October 26th, 1859, is hereby cancelled."

The above is the form of apology or retraction, which the Garrison Theatrical Committee have thought proper to accord to the Parades, for the want of and unjustifiable insult deliberately cast upon them in the public exclusion of them from the theatre on the night of last Monday. It is no secret that this was extracted from them, the Governor, the Admiral and the General taking up the side of the Parades. The gallant thespians have not acted as gentlemen usually do under such circumstances. To be forced to apologise is placing a gentleman in a false position—whilst if it be his cue to apologise he should make the "amende honorable" without a prompter.

The officers are anxious "not to disturb the harmony of the community," are they? So they knew they had done so? Let us tell them that this abortion if an apology makes matters worse instead of better. What a graceful acknowledgment to the Parades for voluntarily "ignoring all connection with the objectionable statements in the local papers!" How magnanimously retracted! Let the officers contrast the audience of last Monday with the attendance on open nights last season! Two of the fair sex only there, one of whom was Lady Robinson!

What a well-merited rebuke of Sir Hercules was his withdrawing his patronage and then going on the mob night, and not on the mob night. Can the committee not see that all hands are laughing at them? We are told that the house did not contain 100 people on Monday night. Let them shut it up. This community are not content that the military officers shall assign to both sexes and individuals their positions in society. Pull the place down we say. The representations being private, the guests will not think of asking their money back. Oh dear no!

Around the Courts

AN EXPENSIVE TREATMENT.

Chinese Quack on Serious Charge.
A serious allegation was made by the police against a man named Chan Kwok Wah, who was charged before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with obtaining \$250 by false pretences from an old man, Li Ying Chau, living at No. 69, Cheungshan Road.

It was alleged by Detective Sergeant Kennedy that defendant represented himself to a medical practitioner, and obtain \$250 from the complainant for a certain treatment in the neck. The "treatment" was merely sticking a piece of plaster on the complainant's neck.

After receiving the money, defendant was never seen near the complainant's house again. The complainant's son, Li Shiu Lyn, heard of the matter and made a report to the Shamshuipo Police, who arrested the defendant after a long search.

When arrested, defendant had in his possession a stethoscope, various bottles of medicine and pamphlets bearing the mark of "The Chung Wah Hospital, Pokfulam."

His Worship: Have you consulted the medical authorities on this case?

Sergeant Kennedy: No, Your Worship.

His Worship: Before action is taken, I think you ought to consult the medical authorities. There should be another and more serious charge.

The case was accordingly remanded until this afternoon.

SQUABBLE OVER MONEY.

Ex-Lorry Driver Bound Over.

A lorry driver and a coolie formerly employed by the I.G.P. were charged before Mr. Wynne-Jones yesterday with disorderly conduct.

Detective Sergeant Lamont stated that defendants were fighting in Shanghai Street on Sunday. The first man was formerly a lorry driver but his licence was cancelled in May, 1932. Knowing that the second defendant was employed by the I.G.P., he went to him some time ago to see about getting his licence reinstated, and for the sum of \$5 So Fung offered to fix the matter for him.

After parting with his \$5, the first defendant did not meet So Fung again until Sunday, when he demanded the return of his money. So Fung refused to pay, and there was a fight.

His Worship: We won't go into the matter of the \$5, as it has nothing to do with the charge. I'll bind both parties over in \$50 to keep the peace for six months.

A shop keeper and a travelling trader had some dispute over money matters. Words soon led to blows and the fight attracted considerable attention. Both men were arrested and brought before Mr. Balfour, who bound over in a sum of \$15 to be of good behaviour for six months.

Two youths who were convicted of stealing \$5 from the pocket of a woman who was making a purchase at a place goods shop in Queen's Road Central were each

sentenced to two months' hard labour. It was stated that one defendant stole the note and passed it to the other, but that both were observed and caught.

Arrested for begging at Tsinghsan, a woman beggar was found to have \$12.72 on her in small change. She was fined \$5 or in default seven days' hard labour.

A casual labourer at the Talmoo Dockyard, was yesterday sentenced to a month's imprisonment, by Mr. Hamilton, at the Central Magistracy, for the theft of four lengths of iron cable from the Dockyard. Another employer at the Dockyard, received three months' imprisonment for the theft of a quantity of nickel. He had a previous conviction.

Charged before Mr. Balfour with the unlawful possession of a wrist watch, a Chinese stated he was formerly employed as a cook to the Europeans at the Water Police Station. Detective Sergeant Edwards said defendant was arrested in the Kin Sang pawnshop attempting to pawn the watch. When questioned by a detective, he first said he bought it at Kowloon and then said that a clansman had given the watch to him. A fine of \$50 or one month's gaol was imposed.

Sent away from Hong Kong to Kowloon on Thursday night, a Chinese who had been banished for ten years, returned during the week-end, and on his being charged before Mr. Balfour in the Central Police Court yesterday, was sentenced to nine months' hard labour.

Sub-Inspector Baker, before Mr. Hamilton, at the Central Magistracy yesterday, charged the mistresses of four sly brothers in Wanchoi, Cheun King and Li Kiu were each fined \$250 or four months' imprisonment, and Wong Sze and Foo Sam were each fined \$100, or two months. The first two accused admitted previous convictions.

MARINE COURT CASES

Making Fast To Ship

Two Chinese, a boatman and a boatwoman appeared before Commander Hole at the Marine Court yesterday, charged with making fast to the s.s. Kiangsu while she was on her way to port last Sunday.

Defendants pleaded guilty and were each fined \$15 or two weeks' hard labour in default.

Boarding Offence

Before Commander Hole at the Marine Court yesterday, a Chinese boatman was charged for unlawfully boarding the s.s. Lyeemoun, without the permission of the shipmaster or the officer-in-charge of the ship.

The defendant, in pleading guilty, told the Court that he boarded the steamer only for finding his friend and he said that he could swear he had nothing else to do.

His Worship, however, did not believe his story and imposed a small fine of \$5 or five days' hard labour on the defendant.

**ATTACK ON MRS.
HUNTER**

**Kowloon Magistracy
Difficult Case At**

The case brought before Wynne-Jones on Friday in which a coolie was charged with committing bodily harm to Mrs. Hunter came up again yesterday afternoon when the defence was reserved and the decision arrived at of sending the aforesaid coolie to the Supreme Court next month.

The afternoon sitting began with the evidence given by Mr. Hunter who confirmed his wife's statements of yesterday. Mrs. Hunter's jewellery was kept in the bedroom in one of the drawers, the two keys from which were kept by Mr. and Mrs. Hunter. As after the assault not only the jewellery but everything else was untouched and in perfect order evidence seemed to point that robbery was not the object of the attack.

No motive could be found in the boy's action except as he himself stated that of a sudden fit of temper Mr. Hunter went on to say that when he came home at about 8.30 in the evening on opening the door he saw some spots of blood in the hall. Thinking the dog must have had a fight he went into the living room and there found pools of blood on the floor, and the chairs bunched up together.

Mr. Hunter: I then whistled a peculiar call which my wife always answers and heard a moan from the bathroom. On rushing into the bathroom I found Mrs. Hunter wedged in between the wall and the washstand with blood streaming from a cut in her cheek.

On further examination Mr. Hunter found three other cuts on her arm. Ripping her sleeve up with his penknife he banded it up to the best of his ability. He then went down to the Empress store where a lady offered to ring up the police, while he returned to his wife and attended to her face. By that time the police had arrived and took charge of proceedings.

Mr. Kwang then questioned Mr. Hunter regarding the defendant's behaviour previous to the assault. Has the defendant showed any change in his demeanour or betrayed any sign of annoyance with anyone or looked depressed?

Mr. Hunter: At half past one when I left the house he seemed as bright and cheerful as he always was.

On being asked as to whether the defendant had at all changed since the day of assault, Mr. Hunter said that he had decided to do so. "From my own experience of the Orient I should say by the look in his eyes and the droop of his mouth that he had undergone a severe mental strain."

Evidence was then put given by a member of the police from whom it was further ascertained that no disorder was found anywhere, nor by looking into the servant's quarters could it have been stated that somebody had left in a hurry or prepared to leave beforehand by packing.

At this point a cousin of the defendant was called in. She testified that at various times the defendant had borrowed small sums of money from her but had always returned them afterwards.

The last time that she had lent him money was just the day before the police came to her house. The father of the accused gave evidence next. From him it was learned that the defendant had had an illness in 1932 and he was sent up country. Later he had complained of aches in his head and often seemed absent-minded.

The father had voluntarily gone to seek his son and had him brought to the Police. On being questioned whether his son had shown reluctance to come he said that the accused had come quite willingly.

The last witness was an Interpreter of the Water Police. He stated that two statements had been made as the first one seemed unsatisfactory.

This is the first serious case under the Juvenile Ordinance. It was decided to send the accused up before the Supreme Court next month.

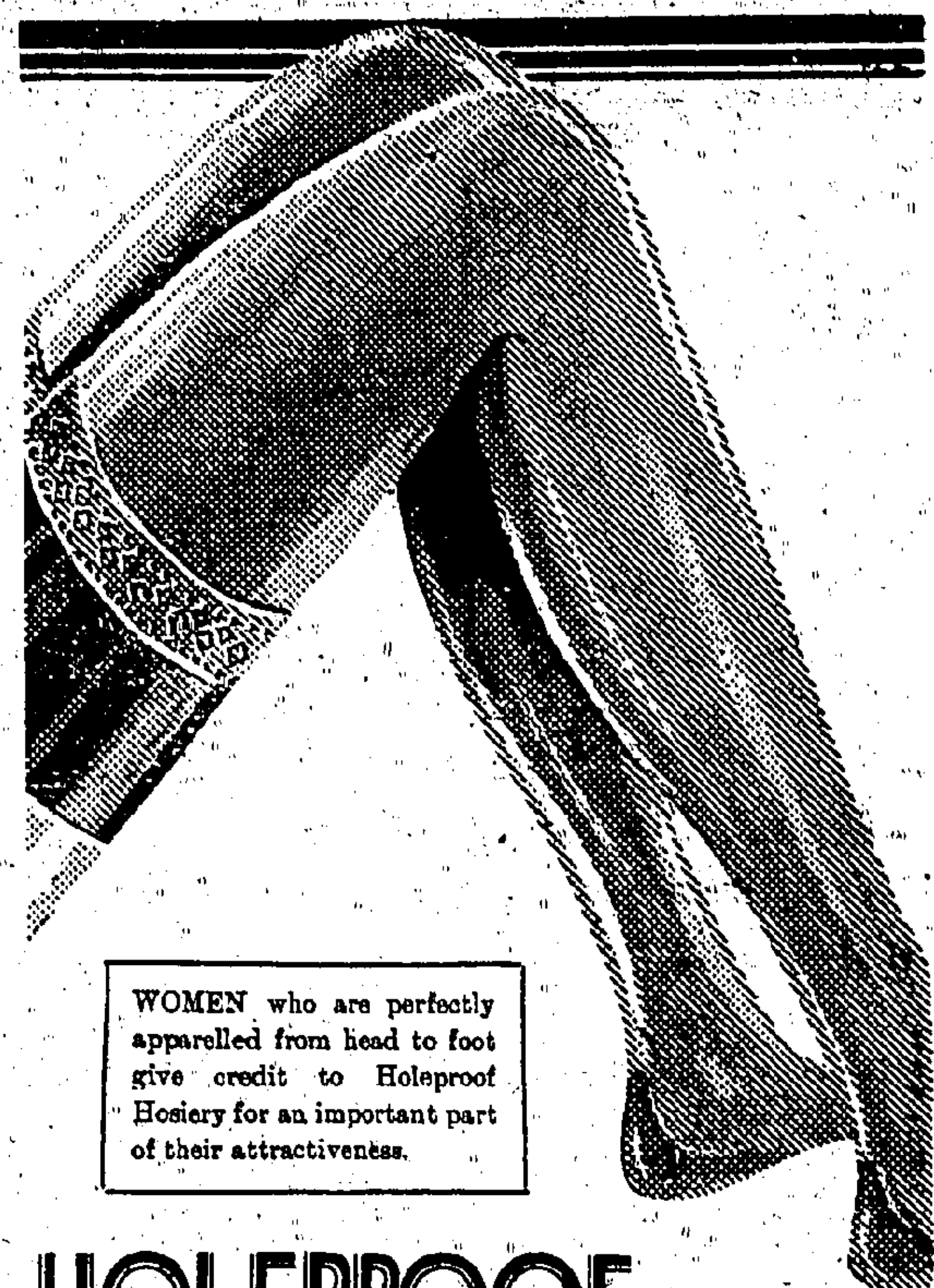
**SOLDIER WHO
WAS "FED UP"**

**Escapade Earns Him
"Two Months' Hard"**

Before Mr. Wynne-Jones yesterday, Privates J. H. Sanby of the Lincolnshire Regiment was charged with (1) breaking into the ground floor of No. 12 Hankow Road, occupied by Mr. Bogdatsky, a jeweller, and stealing three crystal necklaces, a white metal cigarette stand, a white metal cigarette box and a white metal clock, (2) maliciously damaging a shop window glass valued at \$200.

Defendant pleaded guilty to both charges.

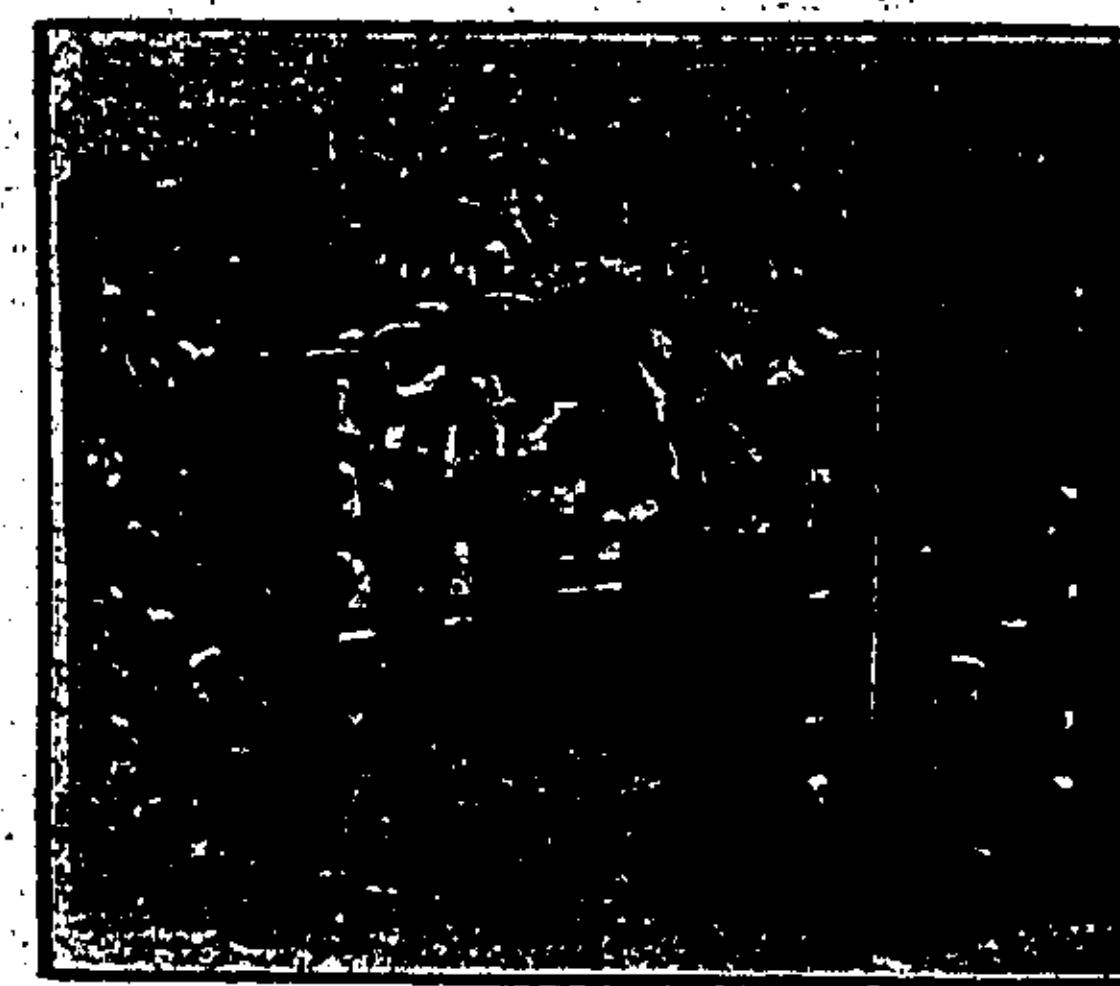
It was stated by Detective Inspector Rozesky that the shop window of No. 12, Hankow Road,



WOMEN who are perfectly
apparelled from head to foot
give credit to Holeproof
Hosiery for an important part
of their attractiveness.

**HOLEPROOF
HOSIERY**

A.P.B.



The largest stock of carved Camphor
and Teak Chests—also the latest in
Mirrors and Screens at prices that
will surprise you—Chests from
\$10.00 up.

PENINSULA FURNITURE CO.

40, Hankow Road—Kowloon.

**FULL COURT OF
APPEAL**

**Lengthy Litigation
Recalled**

Mr. Justice Wood, Mr. Justice
Lindell and Mr. Justice Jack sat
in the Full Court yesterday to

was broken at about 12.30 a.m. on Saturday, but nobody knew who did it. He was informed of the occurrence and at once set out to make inquiries. While he was still pursuing enquiries at about 8 a.m., defendant walked up to him in Hankow Road and said, "I did that."

Defendant then took the police officer back to the Shamshuipo Camp where the articles mentioned in the charge were recovered.

Asked by his Worship why he committed the offences, defendant stated he had nothing to say, but Inspector Rozesky told the Court that in a statement to the police, defendant said he was "fed up with the Army."

His Worship said, judging by the circumstances as related by the police, the charge of theft could not stand because it was obvious that defendant had no intention of keeping the property for himself and he had given himself up voluntarily to the police.

Defendant was discharged on the count of theft, but convicted on the charge of malicious damage, for which he was sentenced to a month's hard labour.

hear an appeal relative to \$67,000. The appellant is Hung Yu-fai who had already obtained an injunction restraining the respondent, Hung Huen-ching, trading as the Hung Kai Sui Firm, Amoy, from taking the money from court.

Mr. H. G. Sheldon and Mr. Leo D'Almada, jun., instructed by Mr. F. E. Nash, represented appellants and Mr. H. C. Macanama, instructed by Mr. F. H. Loseby, appeared for respondent.

Outlining the facts leading up to the action, counsel for appellants said that about 40 years ago four brothers of the name of Hung founded the Kai Sui Opium firm at Amoy and at some time during the firm's history deposited the money under dispute with the Chui Tak Loong firm of Hongkong.

Two of the brothers died, and their respective places in the firm were filled by a son of each, one of them being Hung Yu-fai. When opium traffic became illegal, dissension arose between the partners, one of the results of which was that they all attempted to obtain possession of the deposit.

In October of 1930 Hung Huen-ching issued a writ and began an action as a result of which the Chui Tak Loong paid into court \$60,000. Hung Yu-fai later "fortuitously" heard of this and coming to Hongkong obtained an injunction of restraint.

Sir Joseph Kemp gave judgment on various summonses at the end of 1932 and it was on the one affecting the deposit that the present appeal was taken.

After legal argument had been submitted by both sides, the case was adjourned until this morning.

THE THREAT TO SHIPPING P. & O. General Meeting In London

FOREIGN SUBSIDISING

Referring to British shipping the Chairman, The Hon. Mr. Alexander Shaw said:—
The figures show that less and less cargo is being brought to Britain herself in British ships, and more and more in foreign vessels; and, that as, from year to year, the tonnage of British ships entering British ports declines, the tonnage of foreign ships entering British ports increases. I should be the last to stress these figures unduly or to draw the conclusion from them that an irreparable crisis is with us now. Severe as is the suffering and the loss, the position is not irreparable if the proper steps are taken. The most grave peril in which we could stand is that our Statesmen should be blind to the tendencies of the times and should neglect to act until it is too late.

TRAMP TONNAGE REDUCED BY HALF

Chairman's Speech.
Report of the proceedings at the Ninety-third Annual Meeting of the Proprietors, held at the Company's Offices, 122, Leadenhall Street, London, on Wednesday, the 6th of December, 1933, in which the Hon. Alexander Shaw, took the Chair.
The following are extracts from the Chairman's speech:—
"My Lords, Ladies and Gentlemen—I will call upon the Secretary to read the notice convening the meeting, and the Auditors' report."
The Secretary having read the notice and Auditors' report, The Chairman said:—
"My Lords, Ladies, and Gentlemen—The Report and Accounts have been in your hands now for some time, and perhaps it would be your pleasure to agree, as usual, to take them as read."

Dividend Policy.
I now beg to move that they be adopted. It is hardly necessary to say with what regret the Directors find themselves faced again with the unpleasant duty of asking the proprietors to forego a dividend on the Deferred Stock. Last year I explained somewhat fully the considerations which had led the Board to take that course. These still hold, and I need not repeat them now. It is permissible, of course, to point out that the Company has actually found a larger sum from current revenue this year towards depreciation; and further, that after deducting disbursements and laying-up expenses the revenue from voyages is considerably better.

The Accounts.
Perhaps you will permit me briefly to refer to some of the more important matters in the accounts which are before you.
It will be observed from the Profit and Loss Account that we have set aside this year a sum of £1,364,428 for depreciation of steamers. This is the full depreciation on a basis of 5 per cent. of the original cost of the P. and O. Fleet. As I have said, it proved necessary to call on the reserves in order to make up the full amount required under this heading; and the sum so taken, as is shown in the Profit and Loss Account, amounts to £558,970. This question of depreciation gives ground for constant consideration by the Directors. While it is fair to bear in mind that a considerable proportion of the P. and O. Fleet was built at a time when costs were higher than they are likely to be again for ships of the same kind, and further that there are certain expensive vessels in the P. and O. Fleet which it might not be necessary to renew at all as such, owing to the change in world conditions since the time that they were built, yet there are considerations on the other side. We could, of course, adopt the Government scale of 4 per cent. depreciation, which postulates a life of 25 years for a steamer. If this were done, the consequence might be that when certain steamers had to be disposed of, before a life of 25 years was complete, then, as adequate provision for depreciation had not been made, there would be a large loss on their sale, which would have to be found from somewhere. In view of all the circumstances of today, the Board are of opinion that it is prudent for the Company to adhere to the 5 per cent. scale of depreciation. The proprietors will bear in mind that the ships of the P. and O. Company itself are comparatively

small in number compared to those of the Group as a whole and that, taking this wider view, the combined Fleets of the Allies stand in the books at over £8,000,000 less than their value based on a 5 per cent. rate of depreciation on the first cost.

The Year's Earnings.
You will observe from the Profit and Loss Account that our receipts from voyages, less disbursements and ships' laying-up expenses, amount this year to £1,182,909 as against £881,770 last year. I wish I could say that trade had been better. It was not; and as a matter of fact our gross receipts from voyages have fallen. The reason for the better net result on the voyages is that the economies to which I referred last year, including the drastic reorganisation of the Company's services, have yielded rather better results in a full year than originally estimated. While in a fair number of cases we have had good homeward cargoes, ships in almost every instance have left this country with a great deal of empty space, while rates of freight remain at a low level. I am glad to say that the P. and O. Company's steamers "Strathaird", "Strathaird", and "Viceroy of India" have again earned golden opinions both in cruising and on their ordinary voyages. It is pleasant also to record that the Company's friends in India, realising the great difficulties which British shipping has to face in these days, have been tending to rally to the support of British Lines. (Hear, hear.)

The Year's Work.
May I say now a few words about the year's work.
The P. and O. Company and its Allied Lines circle the Globe. It may possibly be of interest to you to know that during the last year the vessels of the Group traversed over 13,580,000 miles at sea. This enormous distance was covered without a mishap of any consequence. (Hear, hear.)
In spite of bad times, over 1,800,000 passengers have been carried and well over 11,000,000 tons of cargo. It may also interest you to know that, apart altogether from Allies who use the Suez Canal, the vessels running under the P. and O. flag alone have paid out during the year in Suez Canal dues no less than £687,220.

We have as a Group an organisation which works with great smoothness, and this is largely due to the spirit of loyal co-operation and goodwill which permeates all concerned in it—from the Managements in the various Offices here and abroad right down through their technical staffs ashore and the 28,500 men who are daily serving our Group at sea. If trade takes a turn for the better and British shipping receives a measure of fair play, then we have the ships, the men, and the organisation ready to take advantage of the improvement when it comes.

The Menace of State-aided Competition.
As the Report states, we are still confronted by the unfair and uneconomic competition of subsidised foreign lines; and some of our Allies are even more hardily hit than the P. and O. Company itself.
May I give a concrete illustration of the sort of thing that is happening? The sea carrying trade between the great Dominions of Australia and New Zealand, including the Fiji trade, is a purely British trade, created and built up by British shipping. The

British Lines which conduct it have done good service to these communities, and are operated on a strictly economic basis. But one of the great subsidising Powers, not content with lavishing millions upon ships for its own trades, is, en route, operating its highly subsidised vessels in that purely British trade. I see regularly the voyage results of some British ships which are faced with that uneconomic competition, and they make lamentable reading. Loss follows loss in apparently unending succession. The ships whose voyage results I see are the property of a Company which is controlled and managed most admirably in New Zealand but in which the P. and O. have a very large investment. You will not be surprised to learn that we have received no dividend this year on our holding in the equity of that Company.

It is difficult to resist the conclusion that British shipping may gradually be driven out of that purely British trade, simply because its slender resources can never compete against the unbounded wealth of foreign taxpayers.

I venture again to call attention to the fact that this uneconomic competition is by the ships of a Power which, while sending its own subsidised vessels into a purely British trade between British Dominions, at the same time will not allow a British ship to carry a single passenger or a ton of cargo between her own ports and her own overseas possessions on the route in question, and has by that means already deprived a British Company allied to us of a formerly profitable trade. They attack ours with subsidised ships, not only the trade between Australia, New Zealand and Fiji, but other trades as well—for example, the trade between Hongkong, the Straits, Colombo and Bombay; and the problem extends now even to the cargo trade between the Dominions and the United Kingdom. Personally, I find it difficult to admire the foresight of those who shelter behind the generalisation that, taking Inter-Empire trade as a whole, it is still preponderantly carried in British vessels.

An Anxious Future.
There would be comfort in that shelter only if the position were static and unmenaced. But what are the facts? There are Empire trades where already the balance is rapidly shifting to such an extent as to cause not only present loss but grave apprehensions for the future. Further, the known and acknowledged policy of some foreign Powers makes it certain that the area of danger will spread. Would it not be far better to get rid of this paralysing apathy-timidity complex now, when a cure can be effected with a minimum of disturbance, rather than to wait until an obvious danger has become a widespread and established danger, until apathy awakens into alarm, and until action imperatively must be taken at a time when a greater disturbance will be caused.

Flight of the British Tramp Owner.
Tramp shipping is having a terrible time. Only those engaged in it can feel the daily pressure of its distress and can realise how near we are to a widespread disaster among tramp shipping companies.
Tramp shipping, though sometimes it has an effect upon liner rates, is in the main complementary to liner services and performs, in its movement of the crops of the world, a function which liners alone could not undertake. If our tramp shipping goes our place in the world goes with it.

Effect on Invisible Exports.
Although expenses of running have greatly increased, the general freight level has sunk to 70 as compared with 100 pre-war; and a new phenomenon is being experienced in the fact that subsidised cargo tramp ships of foreign countries are tending to make more and more incursions into the freight market. The rates quoted are already down to the bone, but these foreign vessels by virtue of the subsidies behind them are offering to take rates just below the very lowest that an unsubsidised ship can quote, and as a result of this undercutting are getting the business. There was rather a glaring instance of this reported the other day where an Italian tramp was bringing Australian wheat to Britain at a freight below the very lowest quotation possible for an unsubsidised ship to offer. You will understand that in a freight market where things are cut so fine as compared with a small subsidy may just enable a foreign ship to get the cargo; and the measure of the damage to Britain is not the amount of the subsidy given to the foreigner, but the vastly greater amount of the loss of earnings involved to British shipping earnings which are vital because they are so important a part of our invisible exports, helping us to pay for our requirements abroad. But even in actual amounts these foreign subsidies

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired but as evidence of good faith.—Ed.]

TO THE EDITOR OF THE "HONG KONG DAILY PRESS."

Why Britons Travel "Foreign"

"Sir—I do not know who wrote your article in the Kowloon Daily Supplement Saturday, but I wish there were many more articles written in the same strain on the same subject."

Before I go any further, I would say that I am not a "shipping man" and have no financial interest in shipping in any way directly or indirectly.

I think it is very wrong of Britons to travel more and more by ships owned by other nations. Apart from that, it is very foolish of them, I consider, since the prosperity of our Empire is so bound up with that of our shipping industry. So that every British subject should support British shipping in every way he can. Booking his passage by a British line is one of the ways he can do it. It is a big outlay in proportion to the salary of most of us, and is in the aggregate surely a large sum, even in proportion to the earnings of big steamship lines. So that it is a great help to British shipping to which very many can make contribution by choosing a British line.

It is not only the British by race who should do this, but the numbers of British subjects of other races who benefit so very greatly by the protection they enjoy as British subjects. They receive much and should not hesitate to give.

By the way, your article says "its stewards are more courteous and obliging"—the stewards of a foreign line. I join issue; I have travelled P. & O. for a great many years and very frequently

SERIOUS GODOWN BLAZE

Damage Of \$12,000
Estimated

A serious fire broke out in the Hungnam district in the early hours of yesterday when the Chan Hing Godown at Wimalow, Street caught fire at about 2.30 a.m. The origin of the outbreak is not known, but it appears to have broken out very suddenly, and the greater part of the building was already in flames when the Fire Brigade received a call, and brought all its resources to bear on the premises. At 11 a.m. yesterday, the engines had not returned to the Kowloon Station.

The godown which was almost totally destroyed was a large one, measuring 10 ft. by 35 ft. It was owned by Leung Hing-shing, who used it both as a godown and as a match-factory.

The fire is believed to have been caused by a carelessly used light. Owing to the nature of the contents, the fire was of a most intense character, but fortunately firemen succeeded in limiting it to the godown, leaving the other godowns unaffected.

The total loss caused by the fire amounts to \$12,000, which is more than covered by the insurance effected.

It was not until noon that all danger passed, and the firemen were able to withdraw. The building and goods, which belong to a private Chinese firm, are insured.

and I do not understand how anyone can wish for more courteous treatment than I have always had.

Enclosing my card, I am, dear Sir,

Yours etc.,

ENGLISHMAN.

Hongkong, January 15, 1934.

VICTORIA LEAGUE FOR HONGKONG

Assistance to British Subjects Going to England

The Victoria League in London, among its other activities, renders assistance to British subjects from any part of the world who go to England, more especially for purposes of education. The League is prepared to render assistance in the matter of finding quarters, advising on educational matters, as far as possible helping in regard to admission to the universities, giving facilities for visiting places of interest, and generally in bringing students into contact with English social life. The League has kindly consented to render such assistance to British subjects going to England from Hong Kong. A local committee has been formed, consisting of:—

Hon. Colonial Secretary, (Chairman).
The Vice-Chancellor, University of Hong Kong, (Vice-Chairman).
Hon. Secretary for Chinese Affairs.
The Director of Education.
Honourable Mr. S. W. Tso, O.B.E., M.L.D.
Honourable Mr. T. N. Chau.
Miss Alice Kwok.
Inspector of English Schools, (Education Office).
John Honorary Secretary, (Hong Kong).
Mr. Tso Tsun On, Joint Honorary Secretary.
Such persons as may wish to avail themselves of the assistance of the League should apply to one of the Honorary Secretaries, with a view to obtaining a letter to the Secretary of the League in London.

OFFICERS OF THE LEAGUE.
The following is a list of the Officers of the League in London.
Vice-President:
The Dowager Countess of Jersey, D.B.E.
Chairman:
The Lady Forster, G.B.E.
Vice-Chairman:
Sir Charles S. Bayley, G.C.I.E., K.C.S.I.
The Lady Beatrice Ormsby-Gore, Hon. Vice-Presidents:
His Grace The Archbishop of Canterbury.
The Rt. Rev. The Moderator of the Church of Scotland.
The Rev. The President of the Free Church Council.
The Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O.

The Marquis of Reading, P.C., G.G.B., G.C.S.I., G.C.I.E.
The Earl of Denbigh, C.V.O.
The Lord Passfield, P.C., LL.B.
The Rt. Hon. Stanley Baldwin, M.P.
The Rt. Hon. D. Lloyd George, O.M., M.P.
The Rt. Hon. J. H. Thomas, M.P., and Mrs. Thomas.
The Rt. Hon. The Lord Mayor of London.
The Hon. G. Howard Ferguson.
The Rt. Hon. Stanley Bruce, O.M., M.C.
The Hon. Sir Thomas Wilford, K.C.M.G., K.C.
Sir Bhupendra Nath Mitra, K.C., S.I., K.C.I.E.
The Hon. Sir Edgar Bowring.
The Hon. J. W. Downie, C.M.G.
Sir Atul Chandra Chatterjee, K.C.I.E.
Sir M. E. Sadler, K.C.S.I., C.B.
Sir Henry Hadow, C.B.E., Hon. D. Mus., F.R.S.L.
The Head Masters of Eton, Harrow, Winchester, and Westminster.
Mr. Rudyard Kipling, LL.D.
Central Executive Committee 1932-3.
The Lady Forster, G.B.E. (Chairman).
The Dowager Countess of Jersey, D.B.E. (Vice-President).
Sir Charles Bayley, G.C.I.E., K.C.S.I. (Vice-Chairman).
Mrs. Maurice MacMillan (Hon. Treasurer).
Mrs. Amery.
The Hon. Margaret Best, O.B.E.
Sir Charles Orr, K.C.M.G.
Miss Gladys Pott, O.B.E.
Mrs. Richard Garrow.
Miss Frere.
The Hon. Mrs. Henry Gibbs.
Sir W. Graham Greene, K.C.B.
Lady Guillemard.
Miss Haldane, C.B.E., LL.D.
Mrs. J. A. MacGregor.
Sir Francis Newdegate, G.O.M.G.
Dr. M. J. Rendall, C.M.G., LL.D.
Sir Benjamin Robertson, K.C., S.I., K.C.M.G., C.I.E.
The Hon. Lady Talbot, Representatives Leagues of the Empire.
Professor Ernest Gardner, LL.D.
Dr. B. M. Allen, LL.D.
Mr. James P. Bedford.

NOTHING LIKE IT EVER BEFORE! NOTHING LIKE IT EVER AGAIN!

AT POWELL'S SALE NOW ON

Owing to the mildness of the present winter large stocks are on hand in all departments, and as we are removing into NEW PREMISES, upon completion of the New Stock Exchange Building, we are determined to clear all Winter stocks and surplus goods before removal. Unheard of drastic reductions are being made to effect a clearance.

We enumerate a few items, there are many more which you cannot afford to miss. Powell's Sale has always been a Popular event, this one will be more popular still.

DO NOT MISS THE MANY BARGAINS

NOTE THESE DRASTIC REDUCTIONS

AT HALF PRICE	At 83 1/2%
FULLOVERS	Reduction off regular price
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GOLF HOSE	DRESSING GOWNS
TIES	SUITS AND ATTACHE CASES
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HATS	PYJAMAS
	BATH GOWNS

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Powell's Guarantee all goods in their sale to be Genuine Bargains. Call and inspect them, there are many other bargains that are being offered.

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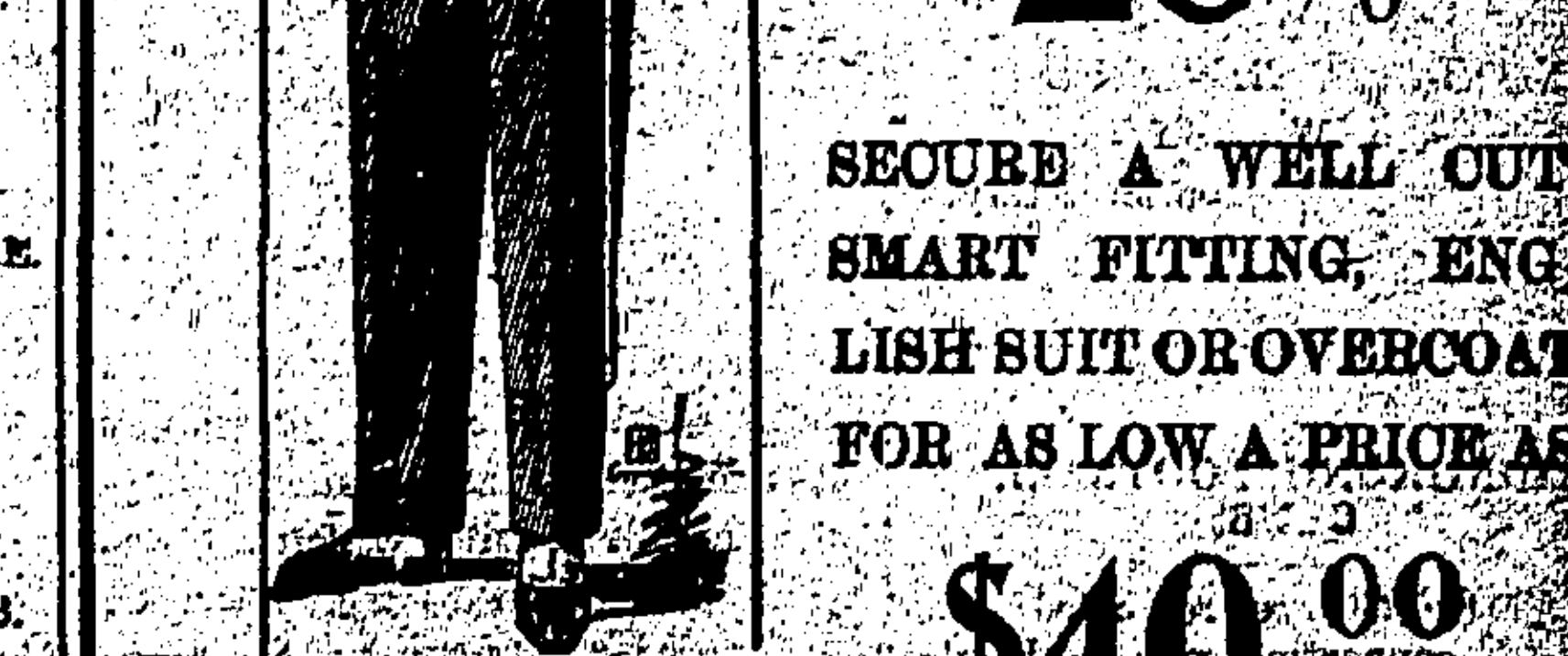
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LANE, CRAWFORD, LTD.

NEW ADVERTISEMENTS

ST. PATRICK'S SOCIETY OF HONG KONG.

THE 4th Annual General Meeting of St. Patrick's Society of Hong Kong will be held in the Jacobean Room, 1st Floor, Hong Kong Hotel, on Wednesday, January 17th, 1934, at 8.15 p.m.

G. P. MURPHY,
Hon. Secretary.
[2177]

CANTON CONSULAR DISTRICT

NOTIFICATION

REGISTRATION OF BRITISH SUBJECTS FOR THE YEAR 1934.

THE attention of British subjects resident in the Canton district is directed to the provisions of Article 315 of the China Order-in-Council, 1933, which provides for the compulsory annual registration of all British subjects during the month of January.

British subjects are requested either to present their passports personally, or send them by a responsible British subject to this Consulate-General between the hours of 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. in order that the endorsement of registration may be made thereon.

At attention is drawn to the irregularity of entrusting British passports to any person not of British nationality, and under no circumstances should these documents be transmitted by chit book or post.

His Majesty's Principal Secretary of State for Foreign Affairs acting under the authority of the China (Registration Fees Amendment) Order-in-Council, 1934, which was duly exhibited in this Consulate-General on the 29th December, 1933, has fixed the fee at present payable on registration and for every renewal thereof at fifteen dollars (H.K. \$15.00) for married and unmarried persons whose gross incomes exceed \$100.00 and \$200.00 a month respectively and this fee comes into force on the 1st January, 1934.

HERBERT PHILLIPS,
Consul-General.

H.B.M. Consulate-General,
CANTON
1st January, 1934. [2138]

THE YELLOW TAXICAB CO., LTD.

NOTICE IS HEREBY GIVEN that the management of the affairs of the Company is now under the control of Messrs. Woo In Ki, Lam Ngok Wah and Lam Pak Loen.

The Company will not recognise any contract unless countersigned by three above named persons.

YELLOW TAXICAB CO., LTD.,
by WOO IN KI AND
LAM NGOK WA,
Directors.

Hong Kong, 12th January, 1934. [2173]

HONG KONG FOOTBALL CLUB.

RUGBY FOOTBALL

THE COLONY

AUSTRALIAN UNIVERSITIES XV

on
THURSDAY, 18th JANUARY,
at the CLUB GROUND,
HAPPY VALLEY

Kick off 4.15 P.M.

Admission (members included)

Covered Stand \$1.00

Uncovered Stands 50
(including Tax)

Service men in uniform—half price.

Payment may be made at the gate, or tickets for Covered Stand obtained from—

S. H. GABROD,
Canadian Pacific S.S. Co.

G. O. MOUTRIE,
Hongkong & Shanghai Bank

or
at the CLUBHOUSE,
HAPPY VALLEY.

NO SEATS RESERVED.

W. PRYDE,
Hon. Secretary.

[2172]

HONGKONG FOOTBALL CLUB.

MEMBERS are reminded that

in connection with the Rugby

Match, The Colony v. Australian

Universities XV, a Dinner will be

held at the Gloucester Building on

Thursday, 18th January, at 7.00 P.M.

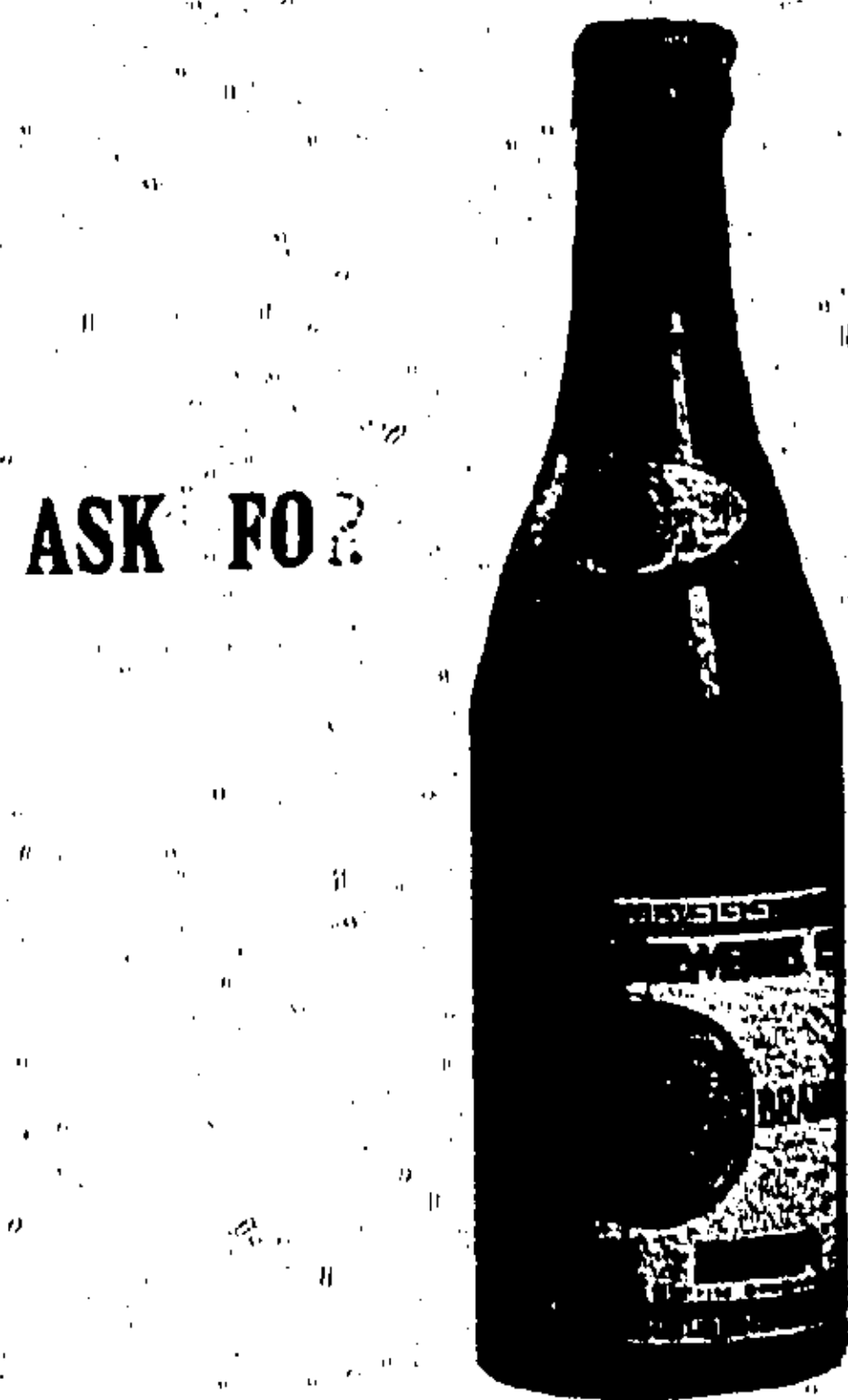
For informal. Dinner tickets

(including service) \$6.00, may be

obtained at the Clubhouse.

W. PRYDE,
Hon. Secretary.

[2172]

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EST. 1841.

BIRTH

WELLS.—On January 9, 1934, at the Country Hospital, Shanghai, to Mr. and Mrs. W. D. Wells, a son.

DEATHS

BELL.—On Tuesday, January 9, 1934, at her home, Dixwell Terrace, Annie Bell, aged 84 years.

BULANOVER.—On Monday, January 8, 1934, at the Shanghai General Hospital, Anatoly Bulanover, aged 44 months, infant daughter of the late Mrs. E. M. Bulanover.

CHRISTIE.—On January 6, 1934, in Shanghai, Hazel Leona Christie, aged 46 years.

OTHMER.—On January 7, 1934, at Göttingen, Germany, Professor Dr. h.c. W. Othmer, aged 52.

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E.C. 4

The Daily Press.

HONG KONG, JANUARY 16, 1934.

DOES WAR PAY?

By August of 1934 twenty years will have elapsed since the outbreak of the world war. A good deal has passed under the bridge since then and many lessons have been taught to those who cared to learn. The supreme lesson which we should have learnt is that War does not pay. The mechanism of the world has grown so delicate and complex that a dislocation in one part seriously affects every section. Victory is hardly better off than vanquished and certainly not as well off as in the pre-war period.

In spite of this truth which most of us have realized, it is deplorable that governments still prefer to sacrifice sums of money on armaments and general preparation for conflict which are out of all proportion to the power of the people to defray by taxation. If only a minor part of these wasteful disbursements were diverted into channels of rapprochement, if only a lot of the energy consumed were spent in the propagation of friendly relationship between nations, a lasting peace might have been secured for mankind.

Without being too pointed let us take as an example the case of France. For many years now the revenue from taxation and reparations has found its way into the construction of defences; into miles upon miles of a modern "Wall of China." This was no secret. Diagrams and illustrations have appeared from time to time in British and Continental journals. The whole world has read with wonder, not unmixed with awe, of these colossal fortifications for the defence of France, towards the construction of which more than a thousand millions pounds sterling has been spent—a munificent and typical sacrifice to the God of War.

In the columns of yesterday's Daily Press we published wireless news of far-reaching import. Apparently this so-called invincible wall of France is beginning to crumble, not before the onslaught of hostile armies but under the tireless hammering of widespread corruption. The message said:—"The impenetrable wall of cement and steel girding France's North East border-line began to crack under its own weight, largely on account of the unshakable advance of dishonest contractors, according to sensational reports in the newspaper 'le Matin' here to-day. The concrete wall of the famous 'Pillboxes' supposed to be built for eternity are showing wide lesions. The walls, which were specified to be 40 inches in breadth, were actually erected with a span of barely 24 inches. Further inquiry is supposed to have proved that many of the defence towers were wholly constructed before the blue-prints appeared in Paris. Three military specialists have already been despatched from Paris to determine the full extent of the structural flaws."

For British people the news has been an unpleasant reminder of the ceaseless unrest which is seething in Europe and instigates the construction of such monuments to Moloch. The welfare and development of our far flung Empire depends on peace and the friendly intercourse of nations, and British statesmen of all parties have made this their main platform. It has always been the most important business of Parliament since the days when the famous phrase "a War to end War" was coined.

Perhaps the corruption in French

proletarian circles which is now

OBITUARY

Sir Donald Macalister

London, January 15.
The death is announced of Sir Donald Macalister, Bart., K.C.B., M.D., M.A., Chancellor of Glasgow University, in his 80th year.—Reuter.

The late Sir Donald Macalister was also a B.Sc. (London), F.R.S. (Edin.), F.R.C.P., F.R.G.S. and held many honorary degrees of both British and foreign Universities. He was also a Commander of the Legion of Honour and Cavalier of the Crown of Italy. Educated at Liverpool and Aberdeen, he was the winner of scholarships at Balliol and Worcester Colleges, Oxford and St. John's College, Cambridge.

After a brilliant University career he was elected a Fellow of John's College, Cambridge, where he was Senior Tutor and Linacre Lecturer of Physic. He was President of the General Medical Council from 1904 to 1931. Principal and Vice-Chancellor of Glasgow University 1907 to 1929, and thereafter Chancellor.

His interests were many and varied and during his active years he held other important posts.

Gen. Jean Marchand

Paris, January 15.
The death occurred to-day of General Jean Baptiste Marchand, who defied the late Lord Kitchener at Fashoda in 1898, aged 70.—Reuter.

Mr. Walter Hines

New York, Jan. 15.
The death occurred to-day of Mr. Walter Hines, American arbitrator on river shipping questions under the League of Nations, at Merano Italy.—Reuter.

FRENCH TEXTILE INDUSTRY

Strike Threatened in The North

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, January 14.
A new strike has threatened the textile industry in northern France where employers decided to cut the men's wages by six per cent. and the women's by eight per cent. giving as their reason that only by these means can the French textile industry continue to compete with the British.

The workers rejected the new proposals and announced there will be a general strike should any attempt be made to enforce them.—Transocean Kuo Min.

CATALONIA ELECTIONS

Left Wing Gain Victory

[Special to the "Hong Kong Daily Press" (Copyright).]

Barcelona, January 14.
A notable victory was achieved by the Left Wing Parties in the municipal elections in Catalonia which took place on Sunday.

According to the results known so far, the Left Wing block obtained 146,000 votes, the Catalan 18,000 in the city of Barcelona itself.—Transocean Kuo Min.

THE EX-KAISER

[Special to the "Hong Kong Daily Press" (Copyright).]

Amsterdam, January 14.
The ex-Kaiser, who on the 27th inst. will celebrate his seventy-fifth birthday, is suffering from an attack of rheumatism and must remain indoors, according to reports from Doorn.—Transocean Kuo Min.

uncovered in the wake of the Stavisky swindle may be to the good. Profiteers of a certain type have always been war-mongers, but there is a large section of the French public who genuinely desire peace and we sincerely hope their position may now be strengthened.

Not the smoke from the muzzles of guns but from the chimneys of peaceful homes should be the aim of mankind. Now that the wall of concrete and steel is weakening let it crumble away altogether. Lasting progress in the world can only come about through reciprocity and construction, not by destruction.

VALUE OF AMERICAN DOLLAR

WILL IT BE DEVALUED TO FIFTY CENTS?

Washington, Jan. 15.
The conference at the White House yesterday was attended by the leading members of Congress who surveyed, under the guidance of President Roosevelt, the monetary and financial situation in the United States.

Those present included the Democratic leader, Senator Robinson, Mr. Steagall and Senator Fletcher, representing the Finance Committees of the House of Representatives and the Senate respectively, and Senators Glass and McAdoo.

No statement was issued in connection with the discussions and President Roosevelt's programme is as heavily shrouded as ever.

The closing of the duck shooting season was responsible for the "news moratorium" which was momentarily misconstrued.

President Roosevelt later explained that his secretary, who communicates with the Press, desired a week-end's leave for shooting.

The consensus of opinion is that a monetary decision must be imminent in order to satisfy the requirements of the Treasury as explained in President Roosevelt's Budget speech.

The borrowing of U.S.\$10,000,000 before June 30 raises the question of the capacity of the major banks to safely carry more Government bonds than they already hold, which is approximately one-third of their deposits.

BRITAIN'S POINT OF VIEW

Experts are of the opinion that the Federal Reserve gold will be impounded with or without Congress sanction, although President Roosevelt believes that he is already so empowered.

Secondly, that the dollar will be devalued possibly to 50 cents, though it is doubted whether Great Britain with whom an agreement is regarded as essential will agree to a settled relationship between sterling and the dollar at that rate.

Thirdly, that the Government will seek Congress sanction to impound Federal Reserve stock.

Fourthly, that an exchange equalisation fund will be created, after which President Roosevelt will seek stabilisation of world currencies.—Reuter.

LOCAL AND GENERAL

At to-day's meeting of the H.K. Rotary Club Rotarian A. Swann will speak on "Rotary and War."

Mr. Kurt Schaefer, Manager of Kunst & Albers Co. of Shanghai, is in Hong Kong on business.

One case each of meningitis and septicaemia were reported in the Colony for the 24 hours ended January 14.

Mr. Alfred Leon, Consul for the Argentine Republic has returned to Hong Kong after a brief visit on business to Manila.

It is announced in Paris, says Havas, that M. Gilbert, Secretary Interpreter, Third Class, has been assigned to the French Consulate Foochow.

Mr. Walter Marshall, Asst. Gen. Manager of the Socony Vacuum Oil Co. of Hong Kong, has returned to his home after a pleasure trip to Manila.

The Countess of Carlisle passed through Hong Kong yesterday en route to her residence in Shanghai after a brief pleasure trip to Manila.

Mr. Wong Sik Chung, Comptroller of the Hong Kong & Kowloon Wharf and Godown Co., has returned to Hong Kong after a trip to Manila.

Those interested in the suggested formation of a Cornish Society in Hongkong are reminded of the meeting which is to take place at the "South China Morning Post" Board Room at 5.45 p.m. to-day.

The engagement is announced between Lieutenant Derrick Ronald Ferguson, Royal Navy, of Bladon, Cheltenham, and Betsy Annis, only daughter of Mr. and Mrs. W. A. Eustace, formerly of Hongkong.

London, January 15.
The Greek Foreign Minister, Monsieur Maximos, who has been on a visit to England, left London for the continent this morning.—British Wireless.

REMINDED TO KEEP SILENT.

New York, Jan. 15.
After taking over the monetary gold Mr. Roosevelt will compensate the Federal Reserve Banks with gold certificates, according to the Washington correspondent of the "New York Times" when forecasting Mr. Roosevelt's message to Congress to-day. He adds that Mr. Roosevelt was reminded at last night's conference not to divulge his plans lest the British and French markets have an advantage over the American market.—Reuter.

A SCHEME THAT FAILED

Stavisky Activity in Belgium

[Special to the "Hong Kong Daily Press" (Copyright).]

Brussels, Jan. 15.
The "Nationalist" newspaper Nation Belge, publishes the sensational report that the far-famed swindler Stavisky, had shortly before his exposure, founded an "autonomous company for financing international undertakings."

The purpose of this latest enterprise of Stavisky was allegedly to finance Belgian frontier fortifications to the extent of 500,000,000 francs for which the autonomous company was to have issued bonds.

The paper claims that one of Stavisky's confidential agents had actually got in touch with the Belgian Government and discussed the project which, however, failed to find the Belgian authorities' approval.—Transocean Kuo Min.

VAN DER LUBBE BURIED

[Special to the "Hong Kong Daily Press" (Copyright).]

Leipzig, Jan. 15.
The Reichstag incendiary, Van der Lubbe, was quietly buried in a Leipzig cemetery at 8.30 a.m. on Monday in the presence of his step-brother, the authorities having at the family's request refrained from handing over the corpse to the Anatomical Institute for the purpose of an autopsy.—Transocean Kuo Min.

LOCAL AND GENERAL

The Countess of Carlisle, who was seriously injured in a recent aeroplane accident, arrived in the Colony from Manila by the s.s. President Wilson yesterday. She is on the way to Shanghai.

London, January 15.
Princess Arthur of Connaught has made good progress since her recent abdominal operation but will remain in the nursing home for another fortnight. There will be subsequent period of convalescence.—British Wireless.

Pope Pius XI. on Monday received Mgr. Zanin, the new Apostolic Delegate to China. Father Edmond Walsh, well-known American priest who helped to organise the famine relief in Russia and in the Near East after the Great War, was also received by His Holiness.

All the silk filatures in the Settlement, Shanghai, remain closed at present in consequence of trade depression. There are 5,658 operatives in the employ of 100 concerns affected. Of the filatures in Chinese controlled territory, which employ 27,697 hands, eight are operating with a complement of 3,830.

London, January 15.
Broadcasting stations of Europe began to change over to the new wavelengths allotted to them by the Lucerne Plan shortly after eleven o'clock last night. It will not be possible to judge how far the elimination of interference has been effected by the new scheme until after sunset this evening.—British Wireless.

At the annual general meeting of the Europe-American Returned Students Union held on the 11th inst., the officers elected for the ensuing year were as follows:—President, Mr. Hin-shing Lo; Hon. Secretary, Mr. Peter Sin; Hon. Treasurer, Mr. Wong Man-kwong; Committee Messrs. M. K. Lo, K. C. Chan, Andrew Cheung and L. B. Wan.

NEWS SUMMARY

Yesterday's Sayings Page 4.
Service News by Air Mail just received is given on Page 10.

Full particulars of the Victoria League which has now included Hongkong in its operations appears on Page 7.

Police orders for the week Page 4.

Z.B.W. Wireless Programme Page 4.

Echoes of 1880. Page 4.

Cinema Diary Page 5.

Diary of Local Events Page 5.

Around the Courts Page 6.

Draw for the Colony Tennis Championship is given on Page 10.

The Full Court sat for an appeal yesterday for \$87,000. Page 8.

The case of a Soldier who was "Fed Up" is given on Page 6.

A Triangular Shoot between Verity, Fulton and the Stonecutters Range Staff is reported on Page 10.

Since 3.30 o'clock yesterday morning, a fire has been raging in the Chan Hing Godown at Winslow Street, Hungghom. Page 7.

That Wong Mei Shun the South China Football player will appeal against his suspension was mentioned at the meeting of the Football Council yesterday. Page 10.

78 SESSION OF LEAGUE COUNCIL

Opens Under M. Beck

[Special to the "Hong Kong Daily Press" (Copyright).]

Geneva, January 15.
The 78th session of the League Council opened here on Monday afternoon under the chairmanship of the Polish Foreign Minister, M. Beck.

Prior to the opening, the Council held a private meeting, at which it was decided on the proposal of the French delegate, M. Massigli, officially to inform the German Government that the question of the preparation of the referendum on the Saar's standing be put on the Council's order for the day.

The question of filling the vacancies on the various committees caused by Germany's withdrawal was postponed till the May session.

Among other items on the Council's programme are the various complaints by the German minority in Polish Upper Silesia and the Chaco dispute between Paraguay and Bolivia. The Council then adjourned until Wednesday morning.—Transocean Kuo Min.

FIRST ARRIVALS.

[Special to the "Hong Kong Daily Press" (Copyright).]

Geneva, January 14.
Among the first arrivals for the seventy-eighth League council meeting which is to be inaugurated on Monday were the Polish Foreign Minister, M. Beck who will preside at the session, the Italian delegate, Count Aloisi, who is the Council's "Rapporteur" for the Saar question—which will form the main topic of discussion—and the French delegate, M. Massigli. The British Lord Privy Seal, Mr. Anthony Eden, and the Czech Foreign Minister, M. Benes, are expected to reach here on Monday while Sir John Simon and Mr. Paul Boncour will probably not arrive before the middle or end of the week to take a hand in the proceedings.—Transocean Kuo Min.

ALL REPORTS ADOPTED.

London, January 15.
Following an expression of regret by Monsieur Massigli of France, that the German delegates would not be present at an examination of the League when an examination of the conditions under which the Saar plebiscite is to be held next year, it was agreed that a Minister should be sent to Berlin. All reports referred were adopted without discussion this morning.—British Wireless Service.

Trustees of British Museum decided on Saturday to release to students as soon as they can be found a collection of 136 letters written by Charles Dickens to his wife, Catherine. They were deposited some time ago by the Author's daughter with a provision that they should be reserved from readers until her own death and that of her brother the late Sir Henry Dickens.—British Wireless.

Berlin, Jan. 14.
All postage stamps bearing the likeness of the first President of the German Republic, Herr Friedrich Ebert, are among those whose validity will expire on June 1st, according to special decree by the postal department.—Transocean Kuo Min.

NEW EMPEROR OF MANCHUKUO

JAPAN ADMITS INTENTION TO ENTHRONE PU YI

Eunuchs Answer Call of Manchu Prince

Peiping, January 15. A spokesman at the Japanese Legation to-day confirmed the intention to enthrone Mr. Henry Pu Yi as Emperor of Manchukuo.

He stated that the question of a monarchy had existed since Manchukuo was established. The movement for a monarchy is gaining ground with Manchukuo people. Japan feels that the moment is opportune as she is desirous of giving clear proof of her independent nature in Manchukuo and to dispel the notion that Manchukuo is a Japanese colony.

Japan feeling certain that Pu Yi and others have no intention to restore the Tsing Dynasty to China found no reason to object to his enthronement.—Reuter.

RUMOURS CREATE ALARM

Changchun, Jan. 15. Reports are current that Mr. Henry Pu Yi will be proclaimed Emperor of Manchukuo to-day, with the actual enthronement taking place on March 1.

Some alarm has been created by rumours of a so-called anti-Japanese Assassination Society in Manchukuo having offered a sum of \$10,000 for the murder of Henry Pu Yi and \$7,000 for the murder of General Hsiakari.—Reuter.

MORE DEFINITE PARTICULARS AS TO MANCHU RESTORATION

Peiping, January 10. Local Chinese circles are considerably exercised over reports emanating from Manchukuo that active preparations are under way at Changchun for the enthronement on March 1 of Mr. Henry Pu Yi, the present Regent of Manchukuo, as Emperor of a Manchukuo Mongol federated empire.

It is stated that, following the return of Mr. Pu Yi to Changchun, another cousin of Mr. Pu Yi has arrived in Peiping on a secret mission and that he has just left here with more than 40 articles needed in connection with the forthcoming enthronement ceremonies. These include ceremonial robes, umbrellas, and sacrificial utensils. Another Chinese report says that a number of former eunuchs have answered the call of their former master and left for Changchun.

It is further stated that Pu Yi will issue a manifesto to the world on February 15, announcing his decision to ascend the dragon throne again on March 1. Speculation is rife as to exact contents of the manifesto. One Chinese report says that Pu Yi will refer to his abdication in 1911, stating that he took this step out of a desire to avoid bloodshed, but that since then national affairs have become worse, thus causing more suffering to the common people. In order to deliver the people from their present plight, he deems it necessary to restore the monarchy and resume political power.

WORK ON ENTHRONEMENT BUILDING

Changchun, January 15. Construction has commenced on the magnificent enthronement altar one hundred metres in diameter and of six flights on which at 3 a.m. on March 1, as the sun appears above the horizon in accordance with traditional Chinese custom for enthronement, Pu Yi will be ordained Emperor of Manchukuo.

The construction of other enthronement buildings will begin shortly. Cheng Hsiang-shu is going to Tokyo, but the date is not announced probably for a Japanese tutor for Pu Yi.—Reuter.

GERMAN POLITICAL TRUCE ENDS

Berlin, January 15. The Christmas and New Year political truce ended yesterday with remonstrations throughout the country.

Chancellor Hitler yesterday met his oldest followers, Herr Demold, and Vice-Chancellor Von Papen while speechmaking at Gletwitz.

Dr. Goebbels, Minister of Propaganda, participated in a mass meeting in the square in front of the Imperial Palace at Berlin.

The most important gathering, however, was that of the Veterans' Associations at the Sports Palace, which was attended by President von Hindenburg, Baron von Neurath, Herr Blomberg and General Roehm. In commemoration of the sixty-third anniversary of the foundation of the German Empire.

The Reichswehr Company, goose-stepping, escorted the 21 battle-torn flags of the old Army into the building, cheered by thousands of spectators.

General Roehm eulogised Chancellor Hitler, as a second Bismarck, who had returned from the war an unknown soldier, and had succeeded in planting a feeling of comradeship in the hearts of the entire nation.—Reuter.

MORE TROUBLE IN HAVANA

President Grau San Martin Resigns

Havana, Jan. 15. President Grau San Martin has resigned.—Reuter.

Havana, January 15. Following the power strike in Havana, the Cuban Government has issued a decree provisionally taking over all the Cuban Electric Company's works in order to operate them according to the workers' demands.

The company is paying all the expenses involved until the workers and officials agree to have the power restored.

Meanwhile, troops equipped with machine-guns are surrounding the properties to supervise the employees until they resume normal working.

This follows the earlier warning by Colonel Batista, the former Army sergeant who became Acting President after Dr. Cespedes y Ortiz that the operation of the power plant is essential to maintain order and that the Government must act strongly if the workers do not return in the afternoon.—Reuter.

BRITISH NAVAL CONFERENCE

May Influence Policy in Far East

Singapore, Jan. 15. Important preliminary discussions between naval delegates, representatives of the army and air force in view of the Naval Conference are expected to have a far-reaching influence on the British naval policy in the Far East.

His Majesty's Eagle, Wren and Veteran are due from China tomorrow with Vice admirals Dunbar-Nasmith and G. F. Hyde, while Rear-Admiral F. B. Watson is due on January 19.—Reuter.

ALLISON'S PLANE RELEASED

London, Jan. 15. Allison has telegraphed that the French authorities have agreed to release his aeroplane which he is flying to Yunnan to-morrow.—Reuter.

GOOD WORK BY SHAI POLICE

Kidnapping Gangs Broken Up

Shanghai, Jan. 15. As a result of brilliant work by the Settlement police, two powerful kidnapping gangs were broken up in two raids on Saturday evening and Sunday morning, two abducted Chinese, the son of a wealthy ironmaster and the comrade of a German firm, were rescued.

Boots seized by the police during the raids included four loaded automatics and an automobile.

In both cases the bandits were taken completely by surprise. The comrade was found chained and padlocked, with his eyes covered by glasses on which black paper had been pasted, while cotton had been stuffed completely round the edges of the glasses to prevent him from seeing any light.

He had been beaten daily and was suffering from infections around the eyes, caused by the treatment meted out to him.

The iron-master's son was more fortunate. He was found to be in perfect health, although worn out by seventeen days of captivity.—Reuter.

THE GERMAN REICH

Hindenburg At Commemoration Service

[Special to the "Hong Kong Daily Press" (Copyright).]

Canton, January 15. According to a report emanating from well-informed quarters here, Canton still maintains a friendly relation towards Fukien although the military guards of the Nineteenth Route Army at their Canton executive office have been disbanded. This official organ is now being guarded by local gendarmes.

It is learned that the initiative for this action on the part of the Canton military authorities is only to humour the Central Government as General Chiang Kai-shek had dispatched an official communication demanding the complete disarmament of the Canton units of the 19th Route Army. In order to avoid misunderstanding and bloodshed General Chen Chi Tang, Commander-in-Chief of the First Group Army, informed the commander of that company to lay down their arms.

It is learned that General Li Chung Dat, a personal representative of General Chen Ming Shu and General Li Tsai Sun who arrived here a few days ago assured General Chen Chi Tang that in any case the 19th Route Army will not turn southwards to invade Kwangtung.

It is also learned that General Chen Chi Tang is said to have agreed to remitting the monthly military subsidies to the 19th Route Army as usual. After completing his mission here General Li Chung Dat will proceed to confer with the Kwangsi military leaders and to report the military movements in Fukien.

NANKING FORCES TO ADVANCE

No Understanding with Rebels

EUGENE CHEN FLEES TO HONGKONG

Shanghai, December 15. Wu Teh Chen indignantly denied the report that government troops entered Foochow as the result of an understanding with the rebels. He emphasised that government forces will push on to Changchow and are determined to cripple the fighting power of the insurgents.

Shanghai, January 15. Wu Teh Chen has announced that Chiang Kai-shek is returning to Nanking before January 20 and will be met there by Chang Hsueh Liang. T. V. Soong is also going to Nanking before the week-end.—Reuter.

FLEES FROM FOOCHOW

Peiping, January 15. Rumours reaching Peiping state that Eugene Chen is going to Hongkong from Foochow as a steamer passenger, on the steamer Haining, disguised as a coolie.—Reuter.

CANTON STILL FRIENDLY

[From Our Special Correspondent]

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CHINESE STEAMERS TO RESUME FOOCHOW SERVICE

[Special to the "Hong Kong Daily Press" (Copyright).]

Shanghai, January 15. The Ministry of Communications has ordered China steamship companies to resume their Shanghai Foochow service from to-morrow.—Reuter.

RADIO STATION FIRE

Leipzig, Jan. 15.

The upper part of two transmitting towers at the radio station, 10 miles outside the city, are burning fiercely. Incendiarism is suspected.

The fire started at a height of 200 feet, and fanned by a strong wind, the towers were soon blazing like beacons.

The towers, which are 400 feet high, were constructed in 1932.—Reuter.

FIRE EXTINGUISHED

Later.

The radio station fire has been extinguished and following investigation, has been attributed to spontaneous combustion in a condenser.—Reuter.

TILDEN BEATEN

Philadelphia, Jan. 15.

After having secured only one set in his first two matches against "Big Bill" Tilden, Ellsworth Vines, former National Champion, won this third match for the loss of a set.

The scores were 6-0, 6-7, 6-3, 3-2.—Reuter.

On Wednesday Tilden beat Vines by 6-3, 6-3, 6-3 in a match in New York, while on Saturday Tilden won by 6-4, 6-10, 6-7, 6-3 in Philadelphia.

It has been officially stated by Mr. O'Brien, manager of the "Tilden Circuit" that Tilden and Vines will make a tour of Japan and China during the autumn of 1934, leaving for Japan in October.

ROTHERMERE TURNS FASCIST

Appeal to British Youth in Press

London, January 15. "Hurrah for the Black Shirts," says a three-column article in the London Daily Mail by its proprietor, Lord Rothermere, who for some time past has been "half-helping" Hitler.

He now urges British youth to seek the nearest branch of the Fascists and join, "because at the next election Britain's survival as a Great Power will depend on the existence of a well organised Party of the Right."

He describes the Black Shirt movement as an organised effort of the younger generation to break the stranglehold of senile politicians.—Reuter.

ADMIRAL DREYER IN SINGAPORE

To Attend Naval Conference

Singapore, Jan. 16. Admiral Sir Frederick Dreyer, K.C.B., C.B.E., Commander-in-Chief China Station, arrived here this morning on H.M.S. Kent for the Far Eastern Naval Conference, which opens on January 23.

It is understood that no communications will be issued to the press.—Reuter.

CRITICISM OF HULBERT FILM

By Shai Municipal Council

Shanghai, Jan. 15. The Shanghai Municipal Council's criticism of Jack Hulbert's film, "Jack Ahoy," because of unfavourable portrayal of Chinese characters is deprecated by the Gaumont British Co. A spokesman of the firm when interviewed by Reuter repudiated that the suggested bandits were Chinese and gave the opinion it was foolish for people to object to the film until they had seen it and he believed that when the film was shown, knowing Chinese who have a sense of humour they will appreciate the spirit of the fun in which the film was produced. There is nothing to which they could take possible objection. Mr. Quo Tui Chi when interviewed said he would immediately make inquiries and take up the matter with the Foreign Office.—Reuter.

A SECOND VICKERS CASE?

Moscow, Jan. 15. All the employees of the Swiss Control Company of Black Sea Ports have been arrested. They include two Germans, two Austrians, a Belgian and a Dane. They have not yet been charged and diplomatic representatives are denied access to the prisoners.

It is believed that the case is a repetition of the Metropolitan Vickers affair.

It is alleged that the employees have undertaken transactions not connected with their Company's business.

The firm controls freightage and cargoes at Black Sea ports.—Reuter.

SEVERE EARTHQUAKE IN INDIA

Tremors Cause Panic Among Workers

Calcutta, Jan. 15.

A severe earthquake occurred at 2.45 p.m. No damage has so far been reported.

London, Jan. 15. The eminent seismologist, Mr. Shaw records an tremendous earthquake lasting over an hour nearly five thousand miles away. The shock was so severe that it rang the earthquake bell.

Almost unprecedented shocks were recorded by other British seismographs.—Reuter.

Calcutta, Jan. 15. The earthquake shock was the longest within living memory. It lasted three minutes. The tremors caused considerable panic among workers in city offices dashing into the streets for safety. No casualties have been reported but a number of buildings are slightly damaged, including the High Court, Catholic Church, Government Secretariat, the Imperial Bank and the Electric Corporation Building.—Reuter.

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HOME FOOTBALL

Hugh Gallacher May Join Everton.
I am able to state that negotiations are in progress which, unless unexpected difficulties arise, will lead in the course of the next few days to the transfer of Hugh Gallacher, Chelsea's centre-forward, to Everton, the Cupholders.

Everton have been searching the country for inside forwards ever since Dean broke down. Dean left with the rest of the Everton players recently for Buxton in preparation for the Christmas matches, but he is not likely to be in the side until the big Cup tie on the Tottenham ground on January 13. If the Gallacher deal goes through it will mean that Everton will have the choice of two centre-forwards. It is their intention, I believe, to play Gallacher at inside right.

Gallacher was transferred from Newcastle United to Chelsea in May, 1930, for a fee stated to be £10,000. Newcastle paid Aldrich £8,500 for his services in 1925. He has played for Scotland seventeen times.

When Arsenal Meet Derby
Events move swiftly in soccer football. It seems only recently the Arsenal were hot favourites for Cup and League. I am not so sure they are either to-day. The balance of power has definitely tilted Derby way.

England's outside right, Sam Crooks, told me a few days ago this was easily the best Derby County side he has played in, and there can no longer be any doubts about the strength of the challenge to the present leaders by Mr. Jobey's perfectly balanced, strong-playing team.

Curiously, Arsenal and Derby do not come to grips until the Easter games. If neither is by then interested in the Cup, these may prove to be championship battles.

Arsenal Blanks
Injuries to important players do not entirely explain the marked difference between the Arsenal of this season and last.

There is no sign of an Alex James revival. Bestin is the pale ghost of the great player he was in the first three months of the season. Hulme's confidence has been shattered by his injury, and no substitute has been found for David Jack.

No reserve team can be expected to fill these blanks.

Vital Christmas Matches
The decks are clear for the Christmas games. Derby County

are at Sunderland next Saturday and then play Manchester City on Monday and Tuesday. It is an acid test, and if they can take four of these six points it would rank as championship form.

The Arsenal, away to Sheffield United, and then with two games to play against Leeds United, must, with all their forward troubles, be contemplating the immediate future uneasily.

It is not a happy mixture arrangement which brings the same teams together for home and away matches on Christmas Day and Boxing Day. Twenty-four hours is not long enough for some players to forget their differences, and holiday games are always fought at high tension.

Aston Villa Slump
The lamps had to be lighted on many grounds on Saturday. Fog held up teams and referees, and at Birmingham play had to be abandoned with Leicester City leading 2-1. Considering the fog, frost and snow risks it is amazing how few League games suffer this fate during a season.

The Aston Villa slump continues. Beaten at West Bromwich, they have now won only one of the last ten points played for.

And the Walker influence which the Villa are missing is helping to revive confidence at Hillsborough, where the Wednesday followed up the win at Liverpool with a significant victory over the Spurs.

Early season fears that the Tottenham team might not be able to stay the pace they set themselves were not imaginary.

Grimsby's Long Lead
Rarely does it happen nowadays in the Second Division for a team to reach the half-way stage with a five points lead at the top of the table. Grimsby Town are refusing to crack, and those who have been waiting for this to happen will now have to recognise the merit of a team good enough to win 4-3 at Blackpool.

Immediately below there is a jostling crowd of thirteen clubs covered by a difference of four points, and the arrival of Brentford as serious promotion challengers is the interesting feature. No other club has scored two goals at Lincoln this season.

Millwall have moved at last by a goal scored in the last second against Bolton at the Den. It was their first win since Sept. 23, and prior to Saturday their spectators had only seen them score five goals all the season.

CHAMPIONSHIP TENNIS

59 Entries For Singles: 31 Doubles

The Colony's singles tennis championship has drawn 59 entries and the doubles 31. All the leading players of the Colony have entered, the list being as follows:—

SINGLES.
Tsui Yun Pui, Lai Kwong-chun, J. Barrow, R. Amery, D. Dunham, M. Drysdale, M. W. Lo, F. H. Kwok, Emdos Khan, A. Crawford, Lt. Comdr. Jacob, Tom Yoo-fong, H. Lo, S. W. Liang, G. G. Rickett, D. Green, S. Green, Capt. Cannon, C. Ravenhill, Ng Sze-kwong, Ho Ka-lau, Tsui Wai-pui, Lieut. R. G. Hoare, H. Owen-Hughes, C. A. Wright, Iu Tak Cheuk, W. C. Hung, Henry Ung, J. C. Haigh, H. B. Day, H. D. Tollington, S. A. Gray, M. Beach-Thomas, H. Y. Ho, J. W. Leonard, P. K. Liang, M. C. Hung, I. M. A. Razack, R. E. Hambly, Ng Wei-lam, H. D. Rumjahn, S. A. Rumjahn, R. H. Wild, G. Gamble, Kwok Yu-chick, Y. Hachuma, W. A. H. Duff, D. McDougal, Iu Tak-lam, Chui Chun Chui, K. M. Wong, J. A. Cassumbhoy, Wong Fuk Nam, Ng Kam-chun, Lt. A. C. Miers, H. J. Armstrong, A. E. Guest, E. C. Fincher, A. L. Sullivan.

DOUBLES.
J. Barrow and D. M. MacDougal, J. J. Remedios and L. A. L. da Silva, M. W. Lo and M. K. Lo, F. H. Kwok and S. W. Liang, H. A. Barrow and F. J. Remedios, Major W. J. Cartwright-Field and Major R. Withington, Tam Yoo-fong and Ng Kam-chun, D. S. Green and S. E. Green, Capt. Cannon and H. Owen-Hughes, C. Ravenhill and H. G. Tollington, Ho Ka-lau and Tsui Wai-pui, R. G. Hoare and Lieut. A. C. Miers, C. A. Wright and S. A. Gray, Iu Tak-cheuk and W. C. Hung, Tsui Ping-fang and Tsui Yun-pui, L. Goldman and E. C. Fincher, M. Beach-Thomas and G. R. Rickett, C. A. Barrett and A. V. Remedios, C. E. Millard and C. Pile, Luk Ding-cheung and W. T. Lee, Luk Chan-cheung and Wong Shui-wing, J. W. Leonard and Y. Hachuma, P. K. Liang and M. C. Hung, J. M. Razack and J. A. Cassumbhoy, H. D. Rumjahn and S. A. Rumjahn (holders), R. H. Wild and J. C. Haigh, W. A. Duff and A. L. Sullivan, Iu Tak-lam, and Lau Man-ching Lee Iu-wing and Chui Chun-chui, A. E. P. Guest and W. Hyde.

WONG MEI SHUN TO APPEAL

Announcement At Football Council Meeting

CHINESE-INDIAN SCUFFLE REPORTED

Among a number of interesting matters brought before the Hong Kong Football Council meeting yesterday was the fact that an official appeal has been lodged by Wong Mei Shun the South China player who had been suspended.

The appeal was accompanied by the necessary deposit of \$25. It was mentioned by the Chairman (Major C. N. Manners, O.B.E.) that the Appeal Board consists of Sir Thomas Southern, Mr. H.R.B. Hancock, Capt. Elliot Haywood and Mr. M. K. Lo.

Wong in his appeal states that the decision against him was wrong in law as well as in fact.

A meeting of the Emergency Committee of the Council will be called on Friday to deal with the report of the referee of the second division match between South China and Young Indians on Saturday. It will be recalled that play got to such a state that the referee had to call the match off.

In his report the referee stated that several of the players began to fight and that subsequently there was such a hostile atmosphere that he called the game off.

Application Refused

An application by the Club de Recreio for permission to play four men from their first division in the Junior Shield game was refused, mainly on the ground that it would set a bad precedent.

The question of the future Governor's Cup matches was raised in a letter to the Council from Mr. M. K. Lo. The whole subject was referred to the rules sub-committee.

Shield Games

The following fixtures for the shield games were arranged for Saturday:—

FIRST ROUND:

Senior—Navy v. Athletics (K.F. C. ground).

SECOND ROUND:

Senior—Club v. Lincoln (Clubs ground).

St. Joseph's v. Police (Caroline Hill).

Borderers v. Kowloon (Sookunpoo).

Junior—South China v. Recreio (Caroline Hill).

Navy v. Lincoln (Kowloon).

Police v. R.A. (Sookunpoo).

Club v. Borderers (Club ground).

The first division game between R.A. and South China postponed from December 15 will be played on Sunday.

HELENA MAY

MUSICALE

Attractive Program—me Arranged

A piano and vocal recital will be given by Mr. and Mrs. A. M. Bowes-Smith at the Helena May Institute, on Thursday, 18th inst., at 5.30 p.m. when the following programme will be given:—

1. Three English Songs.

(a) Beauty, The Pilgrim D. M. Stewart

(b) Snowflakes Landon Ronald

(c) A Feast of Lanterns Granville Bantock

2. Piano Solos.

(a) Soaring Schumann

(b) Nocturne Grieg

(c) Autumn Moszkowski

3. Two Russian Songs.

(a) The Clock Rachnowsky

(b) Before my Window Rachmaninoff

Air from "Herodiade" Massenet

4. Piano Solos.

(a) Prelude in G Flat Rachmaninoff

(b) Rhapsody in G Minor Brahms

5. Three English Songs.

(a) A Land of Silence Quilter

(b) Neglected Moon Quilter

(c) A Birthday Armstrong Gibbs

6. Piano Solos.

(a) Impromptu in F Sharp Woodman

(b) Etude in A Flat

(c) Nocturne in D Flat Chopin

At the Piano.

MAURICE HARTON

THE THREAT TO BRITISH SHIPPING

(Continued from Page 7)

In themselves are not negligible, since they now total over £30 million a year. Even if you leave out altogether the guarantees on building and purchase which are given by foreign Governments to help foreign lines you find, for instance, that in ordinary subsidies alone France paid, in 1932, to her shipowners \$4 million and Italy nearly \$5 million, while the United States was not far short of the £17 million mark. The effect of the action of the United States in recent years is that, as compared with 1913, her ocean-going tonnage has increased by over one thousand per cent. Meantime, British tramp shipping is, in only too many cases, drifting to bankruptcy. I wonder whether the public really know the enormous services of Britain's tramp ships during the War. Without them we should never have pulled through. Do we all realise that on less than half of that tramp fleet of Britain has gone. We have now only about 5 million tons of tramp ships left instead of 10 million; and thousands of seamen and officers are walking the streets without a job and with very little hope left.

The cause of this is clear enough. Foreign countries have had imagination and a shipping policy and have built up their sea power while we, without imagination and without a policy, are losing ours. (Hear, hear.)

What is British tramp shipping to do? Is it to build new and more efficient vessels? Where are the resources to pay for them? The reserves of these Tramp Companies are, in some cases, nearly exhausted. Many of them are in the hands of the Bankers. British shipping is faced with a position where every increase in its efficiency is liable to be cancelled out by increased foreign subsidies. One feature of the situation which would be ridiculous if it were not tragic is that in certain circles it is considered correct form to murmur the incantations of an irrelevant "laissez faire" in order to pacify the earthquake! Indeed, I have found that those who dare to do otherwise lay themselves open, not only to criticism, but to something approaching personal abuse. But I still most respectfully decline to reverence timidity as caution, or to worship inertia as wisdom. (Hear, hear.)

It is apparently supposed in these circles that this uneconomic competition is soon going to stop of itself, and so rid us of the trouble of thinking, planning or taking action about it. What possible reason is there for imagining such a thing? So far as one can see there is no reason to suppose that this form of competition will not increase rather than diminish, and naturally it is a serious matter for British shipping, including the P. & O. Company, which has, as I have said, a large stake not only in liner but in purely cargo tonnage. I need hardly say that our accounts contain no dividend whatever from the large cargo Shipping Company to which I refer.

Before I call upon my colleague, Sir Frederick Allen, to second the resolution which I will now put before you, if there are any questions, I will do my best to answer them.

No questions having been put to the Chairman, Sir Frederick Allen, Bart., seconded the resolution, which the Chairman put to the Meeting as follows:—

"That the Report and Accounts for the year ended the 30th of September, 1933, submitted to the Proprietors, be and are hereby adopted," and which was carried unanimously.

The Chairman then proposed:—

"That a dividend of Two and a half per cent, less Income Tax, on the Preferred Stock for the half-year ended the 30th September last, be paid to Stockholders whose names appeared in the Preferred Stock Register at the close of business on the 22nd of October, 1933, and that payment of such dividend be made on and after the 14th instant."

A Stockholder then asked if he might put one question, which was: "Could the Chairman give the poor Deferred Stockholders any idea when they were likely to receive a dividend?"

The Chairman: I will deal with that question, but may I first put the resolution to the Meeting.

The resolution was seconded by Sir William Currie and carried unanimously.

The Chairman: I will now answer your question, Sir. If I was able to answer your question, my gifts of prophesy would be so valuable that I should have retired long ago. (Laughter.)

Mr. E. T. Hargreaves: I am sure, Sir, that everyone here would not consider the business of this Meeting was finished unless a hearty vote of thanks was presented to you, and the other Directors, and to the Staff who have worked so well indeed for us. I am perfectly certain that considering the troubles that we have gone through during this year, no body of men could have ever deserved a vote of thanks more than you do, and I am perfectly certain that that vote will be carried unanimously.

The Chairman: I shall be glad to accept that vote of thanks, but I shall be glad to accept it from the Proprietors, that from time to time I have been receiving very strong representations from the agents in Australia that no Chairman of the P. & O. Company had been in Australia or New Zealand, and the Board are sending me there at the end of December so that I might have the opportunity of meeting influential public men, and discuss with agents various urgent matters of business, and also have the opportunity in the proper quarter of trying some of the considerations with regard to Imperial Trade, which are due for consideration at the end of March. Thank you very much.

The Chairman: The proceedings then terminated.

AVERT THROAT TROUBLE.

PEPS PREVENT LARYNGITIS, TONSILLITIS & WORSE DANGERS.

More diseases start in the throat than people ever realise. Infectious germs produce tonsillitis, inflammation and swelling of the chest and lungs. They enter your system through the mouth and throat. Therefore, always watch your throat and at the least sign of hoarseness, pain in swallowing, or inflammation take Peps infection-killing tablets.

When a Peps tablet is removed from its silver wrapper and dissolved in the mouth it gives off agreeable antiseptic medicaments of a highly volatile nature. These mingle with the breath, and give all membranes and tissues of the throat a soothing and germ-killing bath. Thus Peps quickly end pain and soreness, heal irritation and inflammation, and give a purifying and invigorating action on the whole bronchial system.

Such these handy Peps tablets to prevent throat infections which come from germ-laden dust and foul air. Peps are much better than gargles, and of more lasting effect than lozenges. Take Peps as a remedy for coughs, colds, laryngitis, bronchitis, influenza, catarrh, night chills, early-morning cough and other chest and lung weaknesses. All dispensaries and medicine dealers sell Peps in sealed glass bottles. Agents: Messrs. Gilman & Co., Ltd., 42, Des Voeux Road, Hong Kong.

Rain Rubber Shoes

From 50 cents a pair.

FAMOUS BOXING REFEREE

Mr. Eugene Corri Dies At 76 Years

(Special Air-Mail Service.)

London, Dec. 27.

Mr. Eugene Corri, the boxing referee, died at his residence, Eastern Esplanade, Southend, on 21st inst., aged 76.

He had been ill for a considerable time with heart trouble.

The best known internationally of British boxing referees, Gene Corri, had a host of stories to tell of famous battles in the ring.

He had seen over 200 fights, and in his 45 years as referee he had practically all the champions under his control.

The most memorable contest he ever staged, he used to say, was that between Pat O'Keefe and Jim Sullivan.

Here are two of the stories he told.

On one occasion I was obliged to disqualify a well-known boxer for hitting Hughie Meghan, the Australian, after the going had announced the end of a round. There was an uproar, and one of the man's supporters threw a bucket. It missed me, but fell into the lap of the Marquess of Queensberry, who vowed he would never enter the hall again—and he kept his word.

A company of American tourists were being conducted over Canterbury Cathedral.

"This," said the guide, "is Becket's grave (meaning, of course, Thomas a Becket). A young member of the party (with Joe Beckett in his mind) said, 'Then he did meet Jack Dempsey after all.'"

In 1930 Mr. Corri was summoned to Southend in respect of a fight obtained in connection with a butcher's bill for 210s. He had then been struck down by a blow and was unable to attend court.

"If Only I Could Get Well"

A ballad gave evidence that Mr. Corri had stated that his income was £2,400 a week and his had to be £140 a week. An order was made for him to pay £1 a month towards Mr. Corri in an interview.

Mr. Corri, who has everything, I was told, and a beautiful house, servants and horses, and a very wealthy now seem to

TRIANGULAR SHOOT

An interesting triangular Shoot took place at Stonecutters Range between U.S.S. Fulton, H.M.S. Verity and Range Staff. Conditions 200' and 300' S. Rds. Slow and 10 Rds. Rapid. 500' 10 Rds. slow. Results as shown above.

U.S.S. Fulton

16 20 43 24 32 144

Mrs. Decker

15 15 43 34 27 137

Mrs. Brownrigg

18 30 40 33 38 146

Cpt. Saum

21 21 43 36 37 163

Mrs. Landis

18 22 43 37 18 140

Beesley

20 22 44 30 32 148

H.M.S. Verity

111 120 202 204 184 881

Mid. Fitz Gerald

17 22 40 20 29 128

P.O. Ruddington

17 19 39 40 32 147

L.S. Desby

19 22 45 42 41 169

A.B. Baldry

21 21 40 33 32 147

A.B. Reeves

21 19 40 36 29 144

Gillett

20 19 33 29 29 120

115 121 237 189 183 856

Range Staff S/cutters

15 19 30 39 32 136

C.P.O. Wyham

20 18 40 29 33 136

P.O. Mayo

21 16 43 31 32 143

Sgt. Light

19 19 38 25 30 137

Sgt. Burnett

22 17 38 42 38 157

Sgt. Durden

17 15 41 34 31 138

117 104 230 196 909 949

get nothing but illness and hard luck.

"If only I could get well I would try to work, and everything would be all right again."

This was how Mr. Corri summed up some famous boxers.

Carpenter possessed more confidence than any other champion I can remember. For all that, I doubt whether he would have achieved his eventual fame if he had never met Wells.

Tommy Burns was too arrogant to be popular. His overbearing manner won for him the nickname of "Empire Burns."

Jimmy Wilde, the most amazing boxer of my time, was a miserly passer of time.

Mr. Corri related the story that at the Albert Hall between Jimmy Wilde and Pat Mayo the fight which Wilde won went to 25 rounds.

LOCAL HOCKEY

Punjabis Via Royal Artillery

An excellent game was played yesterday afternoon when the Punjabis once more tried their strength and came out as victors with 4-0 to their credit.

In the first half the first three goals were shot by Lt. Walker and one by G. Singh.

Though the R.A.O. put up a splendid fight the Punjabis proved too hard to battle against and in the second half the fourth goal was scored. However, it must be said that it is due to the fine defence put up by the backs of the R.A.O. team that more goals were not scored.

LOCAL GOLF

ADAMSON CUP. HAPPY VALLEY

5-14 JANUARY.

F. J. de Rome 37+38=75—8=67

qualifies.

W. Fooks 46+41=87—18=69

E. M. Hanlon 42+44=86—17=69

J. E. Richardson

40+43=83—12=71

There were 17 entries.

BOGEY (PAR) POOL AT FANLING

JANUARY 13-14.

A. E. Thompson (18) 1 up, wins.

Other scores were:—

H. H. Dodwell (6) and J. R. Hinton (1), down.

There were 38 entries.

KWANGTUNG MONETARY SITUATION

Fluctuations Between Hongkong Notes and Sub-Coin

Hongkong January 15. Usually, the monetary situation of Kwangtung Province is subject to the rise and fall of the Hongkong currency. In other words, the Kwangtung monetary situation has a close relation with the exchange rate between both Canton coins and Hongkong notes. This may be attributed to the fact that there are large exchange transactions in the two currencies due to Hongkong being a centre for most of the exports and imports of this province. Another reason is that Hongkong currency is always taken as the medium in regard to remittances to and from other countries and our own coast ports.

In last year's make-up between Hongkong and Canton currencies rose up to 50% which rate ruled the market for several months and became a record figure. The reasons for this are:

- (1) That a very big amount of Hongkong notes is needed for this province on account of the recent enormous excess in imports;
- (2) That much Hongkong notes have been kept due to the depreciated Canton notes and disappearance of Canton coins as a result of unsettled political conditions;
- (3) That there have been frequent purchases of arms in addition to the annual importation of rice. How can the price of Hongkong notes help but rise?

Unexpectedly, the value of silver coins has risen recently against a sudden fall in the value of Hongkong notes. Since the 10th inst. the rate of exchange

has gone down to 30%. According to banking circles, this phenomenon is because of: (1) the merchants, being in need of much money for the lunar new year settlements; (2) those who are holding Hongkong notes are selling out; (3) less Hongkong notes are required consequent upon the reduced quantity of imported foreign rice after the new tax; (4) no foreign arms have been bought of late; (5) less cargo comes through Hongkong and some coins are said to have been melt for exportation.

The big difference in the make-up is indeed a serious problem to Kwangtung economics. This province will have to shoulder a heavier burden, as it must have something from the outside world because of its limited and undeveloped resources. On the surface it seems that the rise in the value of Hongkong notes is good for this province, but after a study of the whole situation from both monetary and economic points of view, the following considerations are of importance:

- (1) Speculations has been the cause of bankruptcy of many wealthy persons who attempted to maintain Hongkong notes but failed through the fall in either the notes themselves or in stocks of various descriptions. (2) Falling purchasing power throughout the world and Hongkong is not an exception. (3) Falling price of native products which have become superfluous on account of diminishing local purchasing power. This is a big problem as cheaper prices of many commodities means the rise of the value of coins and consequently the fall of the Hongkong notes.—Nam Wa Yat Po.

BUDDHISM IN CHINA

Lecture by Dr. Reichelt

"The Present Situation of Buddhism in China" was the subject of an interesting lecture delivered by Dr. K. L. Reichelt at St. John's Cathedral Hall last night.

The Rev. Dean Swann presided and there was a large gathering present including His Honour Mr. Justice J. R. Wood, and Mrs. Wood, Rev. E. A. Powell, Rev. Allan, Mr. J. Barrow, Mr. B. Paul and Mr. T. A. King.

The lecturer said that Buddhism, at least in its outward form in China had declined, as evidenced by the neglect of the temples, and the irrelevant way in which it was treated by the ruling classes. The depression had also begun to have its effect, this inevitably bringing more into evidence the business side in the practice of the religion. To a close observer, however, it would appear that as a religion and as a force in connection with the inner aspects of China's spiritual life it manifested such vitality and influenced so many of China's best people that it should be recognised as one of the most remarkable signs of the present time.

THE LAY ELEMENT.

A change was in the fact that the lay element was coming to the fore as never before, the centre of gravity in Buddhism now being shifted from the monkhood to the laity. The laity included millions of men and women from the middle and upper classes of Chinese society who during recent years had organised themselves into associations for the study and cultivation of Buddhism. They were to be distinguished from the ordinary crowd occasionally coming to the temples to light a few incense sticks, send off fire crackers and bow and prostrate themselves in a hurried and mechanical way in order to bargain with the gods.

A strong desire was noticed amongst the laity referred to for contact with holy, learned and consecrated masters, leaders, who might be able to expound the mysteries and the eternal truths contained in the classical sutras and now embodied in living personalities who had "broken through" into the higher elimination.

REVIVAL MOVEMENT.

The lecturer went on to speak of the revival movement amongst the Buddhist lay people who, in their efforts towards uplift, were assisted by sudden prominent monks, who were themselves reformers. He also described his travels last year through a number of provinces, from South China and up along the Yangtze Valley to Eastern Tibet, this ending up at the most interesting academy which was a sort of Buddhist Mission station called Milyuen.

He also gave his impressions of a Buddhist revival held last year in the Wuhan centre which was characterised by all the fervour at earnestness of a Christian meeting.

CHRISTIANITY AND BUDDHISM.

Speaking of the contact point between Christianity and Buddhism in China, Dr. Reichelt said it was obvious that Christianity through its followers in China and through its external apparatus, its religious power was acting as a most effective zest and stimulus among the Buddhists. It stirred, stimulated and brought the people to do research work; and it also helped them to find the zeal and hidden values in their own religious systems.

Concluding, he said: "There is one very encouraging thing to be added; and that is the increasing number of higher class Buddhists, who interestingly and willingly have taken up a study of the New Testament in order to get a truer impression of Jesus Christ. They may have begun this from a simply critical point of view. But they have had the experience which so many earnest seekers for the truth have had through the ages, as they read and pondered upon this blessed and sacred document; the words spoken by the Lord and their descriptions given by the disciples become a living force. They got a flash of His glory and felt the breath of His spirit and from that moment their whole attitude was changed. Although not joining the external Church, they have entered into the yearly increasing number of unknown and unregistered Christ's followers."

"That we occasionally have experienced among the monks and lay devotees in this connection, as well as that the Tao Fong Shan Christian Institute, as during our travelling and interesting work, rewards us a hundredfold for all the open or sacred persecutions and calumnies we must be prepared for in the endeavour to reach the stronghold of Buddhism with the Christian Message."

After some discussion the evening closed with a vote of thanks to the speaker.

SERVICE NEWS

Fleets at Christmas

(Special Air Mail Service)

London, December 27. According to published programmes, only one of the larger ships of the Navy should be on a long sea passage on Christmas Day, H.M.S. Exeter, Commodore A. E. Evans, O.B.E., which is on her way from St. Vincent, Cape Verde, to South America. The other ship of the South American Division, H.M.S. Dauntless, is in Argentine waters. A year ago the division spent Christmas at Buenos Aires, and in 1931 it was at the Falklands.

Most of the other ships in full commission are at their normal stations. The Home Fleet is dispersed, as is customary, to its ports; and the Mediterranean Fleet is at Malta. One of the Red Sea sloops, the Pensance, is there, too, but the Hastings will probably be at Aden. The East Indies Squadron is divided, the Hawkins and Enterprise being due to-day at Calcutta, while the Colombo is in the Persian Gulf at Basra, working with the sloops Shoreham, Bideford, and Fowey. The Lupin, of this division is refitting at Bombay, where also are the monitor Terror and trawler Fastnet, on their way to Singapore. Most of the China Fleet is at Hong Kong, with the sloop Bridgewater and possibly another ship at Ningbo, and the Sandstone at Nanking, and the Sandstone at Nanking, and the Sandstone at Nanking.

Most of the destroyers and all the submarines are at Hong Kong. The America and West Indies Squadron is at its base at Bermuda, but the three cruisers and two sloops will begin independent cruises immediately afterwards. On the Africa Station, while the flagship Dorsetshire and sloops Dartford and Milford are at Simonstown, the Weston is at Durban, and the Rochester will spend Christmas Day at St. Helena, leaving on Boxing Day for Bathurst. The Australian Fleet is at Sydney, but the New Zealand Division is divided, the cruisers at Auckland, the Labrador at Timaru, and the Veronica at Dunedin.

MORE RECRUITING

Some misconception appears to have arisen from the speech which the Second Sea Lord, Vice-Admiral Sir Dudley Pound, made on board the training ship Mercury on Saturday, in which he said that "during the next four or five years we shall be recruiting something like 8,000 men a year." There is no need for what has been termed a "recruiting drive" to fill whatever vacancies there may be, as there are always many more candidates than vacancies, and while the intake will be larger, there will be still keen competition among those desiring to enter.

Nor does the recruiting of 8,000 a year mean an addition of such a number to the strength of the personnel. Each year sees a considerable wastage from time-expired men leaving the Service, and in the years immediately ahead that wastage will be proportionately high among men who entered during or in the period immediately following the War.

An increase in new entries was foreshadowed by the First Lord when speaking on the Navy Estimates on March 15 last. He then said that "in these Estimates we are entering the largest number of boys that our training establishments can hold; 2,500 boys against an average of about 1,300 in the last four years. In addition to them, we are entering 900 short-service seamen, as against an average of about 100 in the last four years." Short-service seamen are those required to sign for 12 years, of which only seven are with the Fleet and the remainder in the Royal Fleet Reserve.

It may be inferred from the Second Sea Lord's remarks that recruiting for the Navy and Marines will proceed without interruption for the next four or five years, in contrast to what has happened during the last decade, when all entry has been stopped for months at a time because the numbers borne were up to those approved by Parliament. When he spoke in March last, the First Lord stated that the numbers were then at the lowest point of the curve to which Vote A had fallen since 1895. Since 1914, whereas the personnel of the United States Navy has increased by 60 per cent., and that of Japan by 74 per cent., British naval personnel has decreased by 35 per cent.

ENGINEER STAFF CHANGE. Engineer Commander A. C. Bray who has recently returned from duty as engineer officer of the cruiser Cornwall in China, has been appointed assistant to the Engineer Rear-Admiral at the Nore, in succession to Engineer Commander J. T. Webber. The former officer became an engineer sub-lieutenant in 1909, and during the War served in the cruiser Hyacinth, flagship on the Africa Station, and the destroyer Maenad. Since the War he has been torpedo engineer officer in charge of the depot at Gibraltar and Chatham, and in 1928-29 was engineer officer of the cruiser Comus in the Atlantic Fleet.

APPOINTMENTS

The following appointments were made by the Admiralty yesterday:—
Comdr.-W. N. T. Beckett, M.V.O., D.E.C., to Winchester, in command (January 5).
Lieut.-Comdr.-H. P. Price, to Flinders (December 23); C. Loehnis, to Walker (January 3); and F. M. Walton, to Eagle (February 8).

THE ARMY

Shanghai Volunteer Corps

(Special Air Mail Service)

London, December 27. The War Office announces that Lieutenant-Colonel F. R. W. Graham, D.S.O., M.C., The Royal Ulster Rifles, has been appointed Commandant of the Shanghai Volunteer Corps, in succession to Colonel N. W. B. Thoms, D.S.O., M.C., with effect from a date early in 1934.

Lieutenant-Colonel Graham lands his battalion at Port Said to-day on transfer from Palestine, and will leave it nine months short of his full tenure, which will expedite promotion. He has been in the regiment since 1905, and in France commanded the 8th Battalion, R.I.R., 8th Battalion, The Leinster Regiment, and 10th London Regiment. He has had employment with the W.A.F.F. and commanded the Malay States Volunteer Regiment. He was five times mentioned in France, the Balkans, and Egypt.

ROYAL AIR FORCE

Squadron For Singapore

(Special Air Mail Service)

London, December 27. The 42 squadrons of which the Home Defence Force has consisted since 1931 have now been reduced by one owing to the dispatch of No. 100 Squadron from Donibristle, Fife, to Singapore. It, as is expected, the forthcoming Air Estimates provide for four new squadrons, one of these will be to replace No. 100 Squadron.

The personnel of No. 100 Squadron is taking passage out in the s.s. Rumpira, but the aircraft and equipment are being sent separately. In 1930 this squadron was moved from Eicester to Donibristle to take the place of No. 35 Squadron, which is now to join at Singapore. No. 100 is commanded by Squadron Leader I. G. E. Croke, who joined it three years ago after a course in torpedo duties. The squadron has recently been re-equipped with Vickers Vildebeeste torpedo bombers. Of the other squadrons at Singapore, No. 36 has Hawker Horsley torpedo bombers, and No. 205 is a flying-boat squadron with Supermarine Southamptons.

When all entry has been stopped for months at a time because the numbers borne were up to those approved by Parliament. When he spoke in March last, the First Lord stated that the numbers were then at the lowest point of the curve to which Vote A had fallen since 1895. Since 1914, whereas the personnel of the United States Navy has increased by 60 per cent., and that of Japan by 74 per cent., British naval personnel has decreased by 35 per cent.

ENGINEER STAFF CHANGE

Engineer Commander A. C. Bray who has recently returned from duty as engineer officer of the cruiser Cornwall in China, has been appointed assistant to the Engineer Rear-Admiral at the Nore, in succession to Engineer Commander J. T. Webber. The former officer became an engineer sub-lieutenant in 1909, and during the War served in the cruiser Hyacinth, flagship on the Africa Station, and the destroyer Maenad. Since the War he has been torpedo engineer officer in charge of the depot at Gibraltar and Chatham, and in 1928-29 was engineer officer of the cruiser Comus in the Atlantic Fleet.

APPOINTMENTS

The following appointments were made by the Admiralty yesterday:—
Comdr.-W. N. T. Beckett, M.V.O., D.E.C., to Winchester, in command (January 5).
Lieut.-Comdr.-H. P. Price, to Flinders (December 23); C. Loehnis, to Walker (January 3); and F. M. Walton, to Eagle (February 8).

Cantieri Riuniti Dell'Adriatico

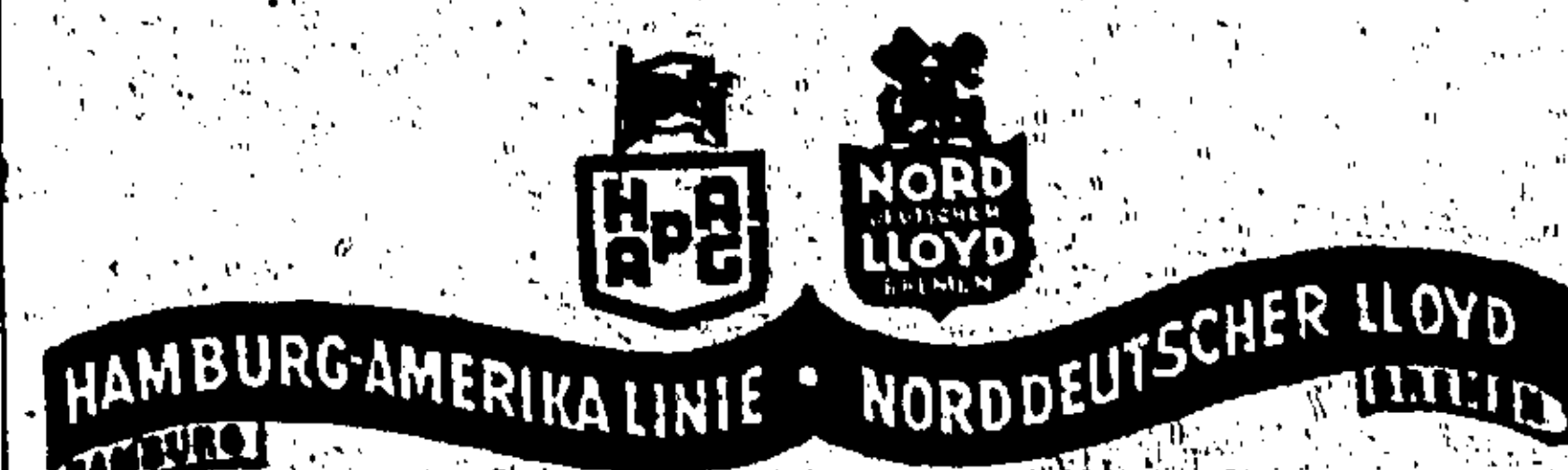
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OUTWARD SAILINGS

- (H.A.) m.v. "DUISBURG" for Shanghai, Dairen, Kobe, Yokohama, Nagoya 19th Jan.
- (N.D.L.) m.v. "TRAVER" for Shanghai, Dairen, Tsingtau, Yokohama, Kobe 28th Jan.
- (H.A.) m.s. "RHEINLAND" for Shanghai, Yokohama, Kobe, Osaka, Dairen, Tsingtau 8th Feb.
- (N.D.L.) s.s. "TRIER" for Shanghai, Takao, Bar Dairen, Tsingtau, Yokohama and Kobe 10th Feb.
- (H.A.) s.s. "SAUERLAND" for Shanghai, Dairen, Kobe, Osaka, Yama and Nagoya 18th Feb.

HOMEWARD SAILINGS

- (H.A.) m.s. "KULMERLAND" for Genoa, Marseilles, B'ona, Rotterdam, Hamburg 19th Jan.
- (N.D.L.) m.s. "SAALE" for Genoa, M'la, Amsterdam, B'ona, Hamburg, Bremen 25th Jan.
- (H.A.) m.s. "RAMSE" for Genoa, Rotterdam, Hamburg 7th Feb.
- (H.A.) s.s. "DUISBURG" for Genoa, Marseilles, Rotterdam, Hamburg 17th Feb.

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Jan. 20th ... M.V. "SUNNANVIK" ... Feb. 8th

Feb. 2nd ... M.V. "PETER MAERSK" ... Feb. 24th

(All dates are subject to alteration without notice.)

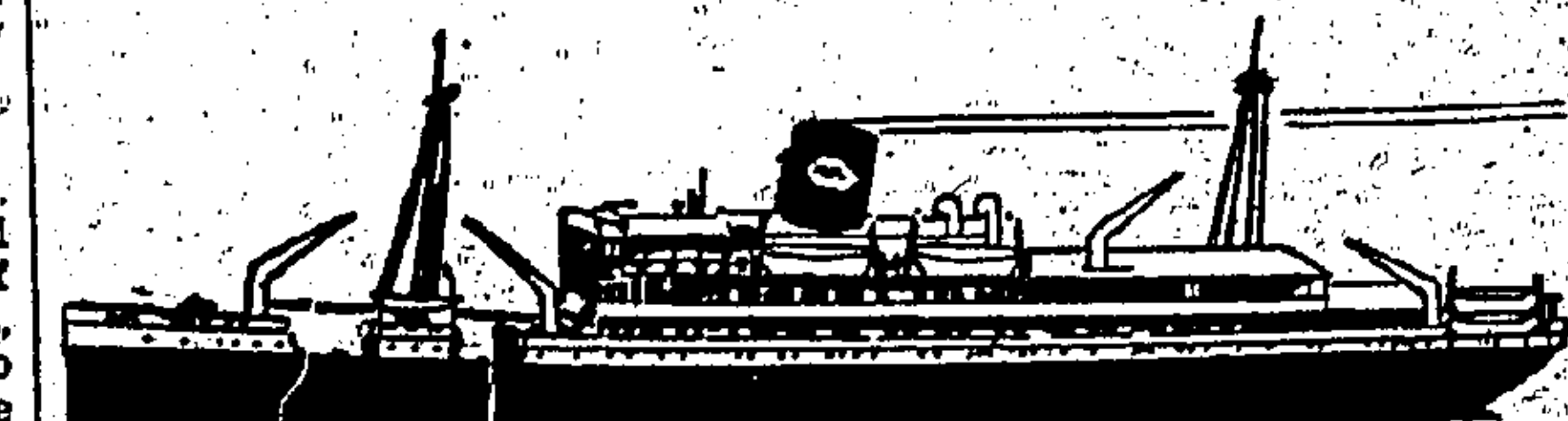
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KACHEK—ON THE ISLAND OF HAINAN

(Continued from Page 1)

for the flurry could be given. Some said it was because soldiers were being taken away, others that the head of the bank in Hainan had been changed and that there had been a run on the bank, others thought the Fukien revolt might have a bearing on the matter. Apparently no confidence is restored and the pepper, circulating again.

It is rather noticeable just now that the yellow and white "Yunso silk" made in Hainan is on sale in Kachek market. Good quality silk is sold at \$7 to \$7.20 a "do" or ten Chinese feet. It is, of course, very narrow, being made on home looms. A bolt contains about forty Chinese feet. The silk is not on sale in the stores but is handled by the small traders who lay out their wares in front of the big shops on market days. Usually the finer quality silk cannot be bought in Kachek, nor even in Hainan, being exported to the south seas. When one of the traders was asked how he happened to have such good silk for local sale he said that no silk was being shipped to Singapore in quantity any more as there was no sale for it there now no money to buy it—and only a few bolts were taken down now and then by some one going in person. Another place where the depression in the south is reflecting on trade and industry in Hainan.

These same traders often handle the silk mats used for packing in coffins, where families can afford to buy them. These mats are made by spreading a piece of matting on the ground and putting spinning silk worms on the matting, forcing them to move around as they spin rather than allowing them to make cocoons. The result is a mat of meshed silk strands, somewhat similar to the thin sheets of cotton wadding sometimes sold at home for padding of armchairs or quilts, and in Hainan are of a yellow colour, as only yellow worms are put at the task.

A few years ago the proprietor of the Ek Long lumber shop in Kachek decided to build himself a new home, and he put up a very nice three-part house about half a mile from the market proper, but not far from the river and on rather low ground. He was unable to occupy the house for several years because of the disturbed condition of the country. This last flood came up several feet in the house, too. Another merchant, this time from the firm Zoot Fong, dealers in kerosene and gasoline, and shippers of betelnut and other local products, is now building a new home. He too is building well outside the market, but in a much higher location. This tendency of prominent men to build outside the present limits of the market is rather interesting. One wonders whether they feel that the town will expand that far, or whether they desire

CANTON NEWS

TELEPHONE BETWEEN KWANGTUNG AND HUNAN

\$1.00 Per Message

(1) An announced by the Telegraph Office at Shingchow, long distance telephone between that city and Chunchow, in Hunan Province has been in operation since the 12th inst. The fee for each message is \$1.00.

CANTON HOME-MADE GOODS WEEK

Exhibition to be Held

(2) Under auspices of the Canton City Chamber of Commerce, the campaign for promoting the use of home-made goods will commence as from Feb. 22. Merchants of more than 80 lines have pledged support to the drive. Preparations are under foot to hold an exhibit for fair on the new reclamation near the Former Dutch Folly Island. The fair ground is to cover an area of 1,000 ching, with a number of display stalls and amusement places.

SUSPENSION OF MATCH FACTORIES

Over 20,000 Workers Stop

(3) As a sequel of accumulated stock caused by heavy local tax and keen competition, 16 match factories employing over 20,000 workers suspended manufacturing from the 12th inst. It may be recalled that the match factory owners have repeatedly requested for the removal of the increased consolidated tax.

TWO TORPEDO BOATS FOR CANTON

Built In England

Two new torpedo boats valued at about a million dollars Chinese currency, are reported to be leaving here for Canton to-day. Each boat is 55 ft. in length and 11 ft. in breadth, the speed being 40 knots. These boats were ordered by the Canton Naval Commanding Officer, Gen. Chang Ching-yin from England and the cost has been paid out from the reserve fund saved up by the Canton naval headquarters. The boats arrived here some days ago and several Cantonese naval officers came here to take charge of the delivery. Some spare parts were transported in a Canton gunboat dispatched here for the purpose.

to escape the town. Also, the building of this latest home would indicate a feeling of security and confidence in future peace, which is not typical by any means of all merchants in the market.

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HONG KONG DAILY PRESS TUESDAY, JANUARY 16, 1934.

SUPPLEMENT NO. 286

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GALE SWEEPS S. ENGLAND

Little Damage: But
Welcome Rain

London, January 15.
The southern half of England was swept by a severe south-westerly gale during Saturday night, and early yesterday morning one gust in the Solly Isles reached a velocity of 82 miles per hour, while at Lympne a gust of 77 miles was registered.

Heavy and welcome rain accompanied the storm amounting in parts to one inch.

Heavy seas were running off Portsmouth and it was considered inadvisable to take H.M.S. Nelson through the narrow entrance to Portsmouth Harbour. Her departure to join the Home fleet being postponed until this morning. She is in readiness to sail, no damage having been received as a result of battleship going aground on a Randank on Friday.

SAILORS HELD UP.
About 300 ratings of the battleship Rodney were unable to return to their ship in Plymouth Sound on Saturday night owing the high seas. The Rodney is due to sail from Plymouth this evening.

The storm resulted in relatively little damage on land and sea but life-boats were out at several places round the coast. Four persons were rescued off the Isle of Wight from the schooner yacht, Rover, by the Hembridge lifeboat. The Plymouth lifeboat spent the night at sea searching for vessels reported in distress but returned without result although she was assisted by searchlights from the battleship Rodney.

While engaged in the search two of the lifeboat's crew were washed overboard but were hauled back.

A small Danish steamer, Polly, was towed into harbour at Aberdeen after breaking her rudder in the North Sea.

Minor damage was done on land.

As the Royal Car, in which the King, Duke and Duchess of York and Princess Elizabeth and the Prime Minister drove from Sandringham Church, yesterday morning, a branch of a tree was blown down onto the road a few yards behind the car—British Wireless.

KINGS NARROW ESCAPE
London, January 15.
The southern half of Great Britain was yesterday swept by the most severe gale of the winter, causing considerable damage on land and sea.

Off the Solly Isles the gale reached a force of 82 miles an hour, while Croydon reported a velocity of 68 miles an hour. The full force of the storm experienced in the Channel, where vessels were swept by gigantic waves, some ships being forced to seek refuge in the various Channel ports.

The Imperial Airways early morning service to and from the Continent was cancelled.

H.M.S. Nelson which ran aground off Portsmouth on Friday while setting forth for the West Indies, was unable to leave Portsmouth harbour to join the rest of the Home Fleet.

As the Royal car, containing His Majesty the King, the Duke and Duchess of York, Princess Elizabeth and Mr. Ramsay MacDonald, approached Sandringham Church for the morning service, the branch of a tree, measuring six feet, was blown down by the wind and fell only a few yards behind the Royal car.—Reuter

REORGANISATION OF DUTCH NAVY
The Hague, January 15.
In regard to the reorganisation of the Dutch Navy, it has been announced here that the task of the Royal Commission was to economise to the extent of £2,500,000 on the Army and Navy in view of the Budget deficit of £33,000,000.

Experts are greatly disappointed, declaring that a strong Dutch Navy is most important in view of the possibility of a conflict in the Pacific.

They point out that the personnel, in recent years, has been reduced from 11,000 to 8,000, and regret particularly the disappearance of the crack Marine Corps founded in the seventeenth century by De Ruyter.—Reuter

TRAFFICKING IN COIN

Mint Controller on Silver Dumping

(Special Air-Mail Service)

London, December 27.
Sir Robert Johnson, Deputy Master and Controller of the Royal Mint, makes some interesting comments on coin trafficking in his annual report for the year 1932, published yesterday (Stationery Office, 3s. 6d. net).

Dealing with the growth of trafficking in coin, which was introduced when Britain went off the gold standard, the report says that, just as the United States had its rum-runners when it went officially off strong liquor and the rest of the world did not, so South Africa, when the Mother Country and some of the Dominions suspended the gold standard, had her traffickers in coin, and it soon became evident that, so long as she adhered to orthodoxy, she was to be subjected to this irritating form of traffic. Generally speaking, where such traffic is concerned with only the metallic or token coinages of the world, transactions are individually on a small scale and are difficult to track down.

In the case of South Africa, however, the abuse threatened to assume a much graver aspect. From reports received it seemed likely that substantial accumulations of silver coin from the southern counties of England were regularly collected in Southampton and placed on board ship for the express purpose of dumping in South Africa. Eventually, after trying other means of dealing with the situation, the Union Government made an order proclaiming that British silver coin would be demonetized in Union territory, but no sooner had this been issued than South Africa decided, on quite other grounds, herself to suspend the gold standard. The report adds: "While the Union Government find themselves at the moment with large stocks of British silver coin, which are difficult to dispose of under present conditions, the stage has been definitely cleared for the circulation only of their own coin in their own territory, and niggling traffic as between British and Union coin can hardly recur."

The report states, from the point of view of minting, the year was remarkable for the complete cessation, except at the youngest of the branch mints of sovereign coinage. One of the seeming paradoxes of the present situation is that, while gold is disappearing more and more from the sight, at least of ordinary mortals, its production goes on increasing year by year, stimulated, of course, by the premium in the terms of cash generally obtainable.

Referring to the regular production of gold trade coins in various other countries and the new trade ducat which has recently been struck in small quantities in Belgrade, the report says, "these interesting survivals of medieval times are, indeed, almost the only gold pieces which the general public can obtain nowadays."

UNPRECEDENTED SWIFTESS
M. Troyanovsky
Presents Credentia

Washington, Jan. 8.
With unprecedented swiftness in diplomatic affairs, M. Alexandre Troyanovsky, who just arrived here last night from Europe, to-day presented his credentials as Soviet Ambassador to the United States to President Roosevelt.

The presentation was made at an impressive ceremony in the White House, commemorating America's recognition of the Soviet Union after seventeen years of diplomatic rupture. Celebrities of the social world, as well as members of the government and diplomatic corps, were present. Hundreds of people gathered in front of the White House to catch a glimpse of the Soviet Ambassador as he arrived in his automobile.

In presenting his credentials to President Roosevelt, M. Troyanovsky expressed gratification over the "re-establishment of relations between two great powers of the world." He declared that, both countries "may co-operate in the future for the preservation of the peace of the world."

In reply, President Roosevelt, described M. Troyanovsky's visit as the foundation for the development of genuinely friendly relations and close co-operation between Soviet Russia and the United States. The President emphasised his agreement with M. Troyanovsky that the co-operation of the two powers is "inevitably of the highest importance to the peace of the world."—United Press.

ITALIAN LOAN
Rome, Jan. 15.
The offer by the Bank of Italy of four per cent long-term Treasury bonds, to convert 4,000,000,000 lire five per cent nine-year bonds expiring in 1934 has proved an outstanding success.

A sum of 3,025,000,000 lire was subscribed, including 7,700,000,000 lire of new money.

The surplus will be used for the amortisation of part of the Budget deficit.

It is rumoured that the Government is contemplating the early conversion of all five per cent bonds which stand at par compared with 88 at this time last year.—Reuter

Commemorative Medals
Referring to the striking of commemorative medals, the report states: "Certain outstanding events seem to merit celebration in metal."

Some little time ago I made tentative suggestions that we should initiate the custom of portraying the head of every new Prime Minister in succession, not omitting any ex-Prime Ministers still living—there were five of them at the time—but the proposals languished for want of support.

The Deputy Master refers to the elaborate and exceptional arrangements made at the Mint for producing for "The Times" the medals commemorating the flight over Mount Everest and says their producing in a

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YOUNG MARSHAL

PROMINENT

Busy Traffic In Rue
Moliere

Marshal Chang Hsueh-liang has despatched a telegram to Gen. Chiang Kai-shek, reporting his arrival in China, and, until he hears from him, the Young Marshal will stay in his residence at 2 Rue Moliere to receive his numerous former subordinates who have arrived to welcome him. A large number of Government officials called on the Young Marshal yesterday, and in the evening he was the guest at a dinner given by Mr. T. V. Soong.

Among those who called were Mr. Tso Shuan-mao, representative of Mr. Wang Ching-wei, President of the Executive Yuan, and Mr. Chen Kung-po, Minister of Industry; Mr. Lu Mo-tung, representative of Gen. Yu Hsueh-chung, Chairman of the Chihli Provincial Government; Mr. Shao Chun-ying, representative of Gen. Soong Chiyuan, Chahar Provincial Government; and representatives of other provincial government chairmen in the north.

According to Gen. Mei Chun-ling, former acting Chairman of the Fengtien Provincial Government, Marshal Chang will interview Gen. Chiang and will also make a trip to Peking in a private capacity, but no dates have been fixed. He doubted the truth of the report that a meeting will be held among the former North-Eastern officers. In case such a gathering was arranged, it would be for a gala reunion only and not to discuss any political issue. He also said at the Young Marshal would soon issue a statement on the impressions gained during his travels abroad.

Rue Moliere, an otherwise quiet street, was the centre of busy traffic yesterday, as many officials who failed to see Marshal Chang at the Shanghai and Hongkong Wharf, called on him at his residence. A small group of policemen and detectives were stationed in front of his house by the French police for his protection.

WARSHIPS FOR U.S. NAVY

101 New Vessels To
Be Built

Washington, Jan. 8.
A bill providing for the construction of 101 new warships at a cost of U.S. \$482,000,000 was introduced in the House of Representatives to-day by Mr. Fred A. Britten, Illinois Republican Representative.

In introducing the Bill, Mr. Britten, who is a member of the Naval Affairs Committee of the Lower House, declared that the proposed measure would give the United States a treaty navy for the first time since the end of the World War. He particularly emphasised that the Bill does not conflict with President Roosevelt's naval policy of maintaining a navy second to none in the world.

The Britten Bill provides for the construction of the 101 warships over a period of four years, from 1935 to 1939. During the first year of the programme work would be started on two cruisers, two destroyer leaders, twelve destroyers and six submarines.

Mr. Britten explained that his Bill would fit in with the Navy's previously announced plan of building a total of 102 new warships by 1939 at an aggregate cost of U.S. \$500,000,000, thereby placing the United States on a naval

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parity with Great Britain and above Japan as provided by the 5-5-3 ratio of the London Treaty. Japan has already arranged for construction of war craft to fall treaty strength, and Great Britain at the present time is only 61 ships under treaty strength.

In connection with the Britten Bill, naval circles pointed out that Congress will also be petitioned during its present session to grant the President authority to replace obsolete ships whenever such replacements are needed. It is understood that the Navy Department hopes that destroyers, submarines and aircraft will be the first to receive attention because they are the most urgently needed at the present time.—United Press

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

Buyers	Sellers	Share	Monday, January 15	Share	Monday, January 15
			Banks		
\$1,640			H.K. Banks		\$1,640
			Do. (London)		2134
			Chartered Bank		2161
			Mercantile Bk. "A"		2201
			Do. "C"		2124
\$100			Bank of East Asia		97
			N. O. & S. Bank		
			Am. O. Fin. Corp. S.		
			Ch. Fin. Corp. Ord. S.		
			Do. Pref. S.		
			Insurance		
\$315			Canton Insurance		\$330
			Indemnity		\$1.70
\$572			Union Insurance		\$550
			China Fire		\$570
			H.K. Fire		\$585
			International Assoc. S.		
			Shipping		
\$34			Douglas		\$34
			Steamboats		\$124
			Indos (pref.)		\$30
			Do. (def.)		\$30
			Shells		\$10
			Waterboats		\$10
			Mining		
			Antamoks		83 cts.
			Balates		40 cts.
			Baguio Gold		33 cts.
			Regent Consolidated		32 cts.
			Do. Exploration		30 cts.
			Do. Goldfield		35 cts.
			Big Wodge		25 cts.
			Gold Creek		19
			Ipo Mining		99
			Itogons		27/8
			Kallans		\$172
			Langkats (sic) S.		\$41
			Explorations S.		\$61
			Shanghai Loan S.		\$12.85
			Rauks		194
			Tronoh Mines		
\$12.80			Venezuela Gold Fld.		\$12.80
			Docks, Wharves, and		
			Godowns, etc.		
			H.K. & K. Wharves		\$117
			Providents (old)		\$2.55
			Do. (new)		65 cts.
			H.K. & W. Docks		\$11
			S. China Motors "A"		\$4
			Do. "B"		\$4
			Shanghai Docks S.		\$146
			New Engineering S.		\$8
			Hongkows		\$351
			Land, Hotels, and		
			Buildings		
\$6.35			H.K. Hotels		\$6.30
\$72			H.K. Lands		\$72
			Shanghai Land S.		\$304
			Metropolitan Land		\$14
\$6.30			H.K. Realities		\$6.30
			Do. Debutenue S.		\$137
			Humphreys		\$11.80
			New Asia Hotel		\$140
			Asia Realities "A" S.		\$20
			Do. "B" S.		\$20
			Chinese Estates		\$20
			Cotton Mills		
			Ewoe		\$13.15
			Shui Cottons S.		\$118
			Zoong Sinks		\$124
			Wing On Textiles S.		\$124
			Public Utilities		
\$22.15			Tramways		\$22.15
			Peak Trams (old)		\$15
			Do. (new)		\$74
			Star Ferries		\$221
			Yanmai Ferries		\$221
\$9.80			China Lights (old)		\$9.80
\$9.70			Do. (new)		\$9.70
\$74			H.K. Electric		\$74
			Macao do		\$23
			Sandakan Lights		\$104
			Telephones (old)		\$12.80
			Do. (new)		\$12.80
\$25			China Buses S.		\$111
\$12.80			Tractions		34
			Do. (pref.)		107
			Industrial		
			Malabon Sugars		\$15
			Caldbeck, (ord.) S.		\$21
			Macgregors (pref.) S.		\$124
			Canton Loo		\$21
			Cements (comb.)		\$21
			Do. (old)		\$21
			Do. (new)		\$21
			Ropes		\$7.10
			Miscellaneous		
\$28			Dairy Farms		\$28
			Der A. Wings		\$5
			Amusements		\$10.10
			Ch. Etalments		\$2
			Constructions (old)		\$2
			Do. (new)		\$2
			Lane Crawford		\$4.45
			Mackintosh		\$21
			Nanyang Tobacco		\$13
			Sincere		\$13.30
			Watsons		\$17
			Wm. Powells		\$13
			S. C. Greyhounds		\$13
			United Theatres S.		\$17
			Ind. G. & B. Bonds		\$77
			H.K. Gov. Loans		\$105
			Wallace Harper		\$140
			H.K. Wing Co.		\$140
			Shai Do.		\$140

MONEY AND MARKETS

THE EXCHANGE MARKET

MESSRS. KOZA BROS. REPORT

Silver prices rose 1/2 over the week-end, quotations being 19 7/16 for Ready and 19 1/2 for Forward. Silver advices reported America and China as having bought. The tone was steady. In America the rate was higher at 44 1/2 for Spot. The tone was steady.

New York advices reported the opening rate at 5.09 3/8 and the closing rate at 5.09 1/2. The tone was steady.

Market

Firm.

Sterling

Opened with sellers at 1/5 29/32 but subsequently the selling rate gradually rose to 1/6 at which rate some business was done for near delivery followed by transactions at 1/6 1/32 for near and 1/6 1/16 February. The market closed at lunch time with sellers at 1/6 1/32 Cash February, buyers at 1/6 1/16 January and 1/6 3/32 February.

U. S. Dollars

Business was done at 38 1/2 for February delivery. The market closed at lunch time with sellers at 38 3/16 for near and 38 1/2 February, buyers at 38 5/16 for near and 38 7/16 February.

Yen

Merchants were quoted at 124 3/4 for near delivery.

Shanghai Dollars

Were quoted at 110 5/16 for cash.

Shanghai

Firm. Early advices indicated sellers at 1/4 1/4 but subsequently the market turned up to sellers at 1/4 5/16, buyers probably at 1/4 3/8 for near delivery.

U. S. Dollars

Opened with sellers at 34 1/2 but later the rate rose to 34 1/2, buyers at 34 1/2 for near delivery.

THE AFTERNOON MARKET

The market was strong in the afternoon but towards the close the tone appeared a shade easier.

Sterling

In Sterling business was done at 1/6 3/32 for February followed by transactions at 1/6 1/8 February. The market closed with sellers at 1/6 3/32 January-February, buyers at 1/6 1/8 January and probably February.

U. S. Dollars

Business was done early in the afternoon at 38 1/2 for the last day of January followed by transactions at 38 7/16 for the last day of January and 38 1/2 February. The market closed with sellers at 38 5/16 January, 38 1/2 last day of January and 38 7/16 February, buyers at 1/16 higher respectively.

Shanghai

Firm. Sellers were indicated at 1/4 7/16 for February, buyers at 1/4 1/2 February.

U. S. Dollars

Sellers probably at 34 1/2 for near and 34 1/2 February, buyers probably at 1/16 higher respectively.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	Jan. 11	Jan. 13
Amsterdam	12.10 Florins	8.11 1/2	8.08 1/2
Athens	375 Drachmas	88 1/2	88 1/2
Belgrade	276.318 Dinars	240	240
Berlin	20.43 Marks	13.73	13.67
Bombay	1s. 6d. per Rupee	1/8 1/16	1/8 1/16
Brussels	36 Belgas	32.46	32.33 1/2
Bucharest	813.568 Lei	550	550
Buenos Aires	47.862 per Peso	33 1/2 S.O.	38 S.O.
Copenhagen	18.292 Kroner	22.40	22.40
Geneva	26.224 Francs	18.85 1/2	16.78
Helsingfors	183.23 Marks	238 1/2	238 1/2
Hongkong	1/5	1/5 1/2	1/5 1/2
Liabon	110 Escudos	109 1/2	110
Madrid	25.224 Pesetas	39 9/16	39 5/16
Milan	92.46 Lire	62.3/16	61 1/2
Montevideo	50.884 per Peso	33 1/2 S.O.	38 1/2 S.O.
Montreal	4.867 Dollars	5.00 1/2	5.00 1/2
New York	18.150 Kroner	19.90	19.90
Oslo	194.91 Francs	33 3/32	33 31/32
Paris	164.23 Kronen	109 1/2	109 1/2
Prague	23.632 per Gold	4 1/2 S.O.	4 1/2 S.O.
Rio de Janeiro	Milreis	1/4 1/16	1/4 1/16
Shanghai	18.150 Kroner	19.39 1/2	19.30 1/2
Stockholm	34.584 Schillings	20 1/2	20 1/2
Vienna	24.56d. per Yen	1/2 1/2	1/2 9/32
Yokohama	19 3/16	19 3/16	19 7/16
Silver (spot)	16 1/2	16 1/2	19 1/2
Silver (forward)	7 1/2	101 3/10	
War Loan			

Closing Quotations

January 15, 1934	On New York:
ON LONDON:—	Bank Bills, on demand 37 1/2
Telegraphic Transfer...	Credits, 60 days' sight, nom.
Bank Bills, on demand 58 1/2	ON BATAVIA:—
Bank Bills, 4 months' 58 1/2	On demand 69 1/2
On sight 1/8 1/16	ON PARIS:—
Credits, four months' 1/8 1/16	Bank Bills, on demand 610
ON SHANGHAI:—	Credits, 4 months' sight 630
On Demand 110	ON SAIGON:—
ON SINGAPORE:—	On demand 61
On Demand 62 1/2	ON MANILA:—
ON JAPAN:—	On demand 73 1/2
On Demand 123 1/2	ON BANGKOK:—
ON INDIA:—	On demand 126 1/2
Telegraphic Transfer... 67 1/2	SOVEREIGNS, Bank Buying
Bank, on demand 19 7/16	Rate 1/8 1/2
	BAR SILVER, per oz. 19 7/16

H. K. STOCK MARKET

YESTERDAY'S OFFICIAL QUOTATIONS

There was an improvement in rates to-day in most sections of the list, Lands, Electrics, Telephones and Dairies, and in the minor section, Hotels, Realities and Lights, all registering advances.

The volume of business transacted, however, was comparatively small, due to dearth of offerings.

Sales

Canton Insurances, \$315.
Providents (Old), \$2.55.
Hongkong Trams, \$224.
Electric, \$75.
Telephones (New), \$13.
Dairy Farms, \$23.

Buyers

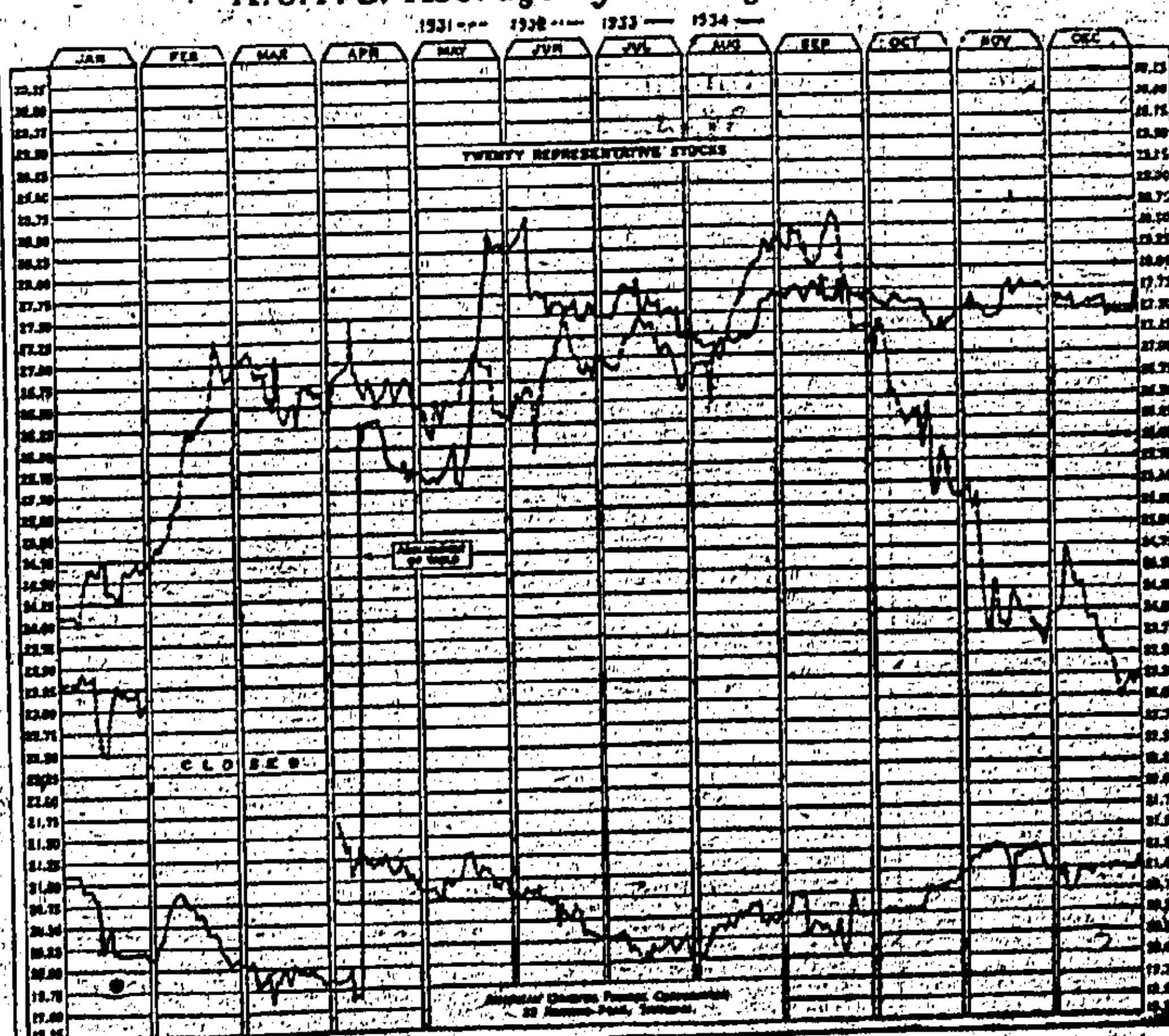
Hongkong Banks, \$1840.
Bank of East Asia, \$100.

Canton Insurances, \$315.
Union Insurances, \$572.
H.K. Fire Insurances, \$265.
Douglases, \$344.
Raubs, \$12.60.
Veiz, Goldfields, \$8.
Providents (Old), \$24.
Hotels, \$6.40.
Hongkong Lands, \$734.
Realities, \$6.35.
Hongkong Trams, \$224.
Star Ferries, \$99.
China Lights (Old), \$9.95.
China Lights (New), \$9.70.
Electric, \$75.
Telephones (Old), \$254.
Telephones (New), \$13.
Dairy Farms, \$23.
Watsons, \$7.05.
Govt. Loans, 5 1/2 per cent Prem.

Sellers

Union Insurances, \$580.
Underwriters, \$1.65.
H.K. and W. Docks, \$14.
Ewo Cottons, \$134.

A.O.F.C. Average of Shanghai Stocks



PRESIDENT Liners

Fastest Time Hong Kong to San Francisco. Speed with Comfort.

To SAN FRANCISCO 18 Days via Shanghai, Kobe, Yokohama, Honolulu. To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama.

Fortnightly sailings:
Pres. Wilson Jan. 18, Midnight
Pres. Coolidge Jan. 26, Midnight
Pres. Lincoln Feb. 3, Midnight
Pres. Hoover Feb. 10, Midnight
Pres. Cleveland Feb. 17, Midnight

ROUND TRIP FARES TO EUROPE & AMERICA.
Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for Sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America

Fortnightly sailings on Saturdays via Manila, Straits, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Jan. 20, 8 a.m.
Pres. Harrison Feb. 3, 8 a.m.
Pres. Hayes Feb. 17, 8 a.m.
Pres. Johnson Mar. 3, 8 a.m.

TO MANILA

Next Sailing.....Pres. Coolidge Jan. 18, 9 p.m.

Pres. Adams Jan. 20, 8 a.m.
Pres. Jackson Jan. 27, 6 p.m.
Pres. Harrison Feb. 3, 8 a.m.
Pres. Lincoln Feb. 6, 6 p.m.

Connecting with S.S. MAYON To CEBU, ILOILO, ZAMBOANGA

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

FREDERICK BUILDING—HONG KONG. CANTON BRANCH—4, SHAKEN ROAD.

NEW YORK STOCK EXCHANGE ASIA LANDS, LTD., QUOTATIONS (INCORPORATED IN HONG KONG).

Tel. 2838—Gloucester Building, Room 306.

(ROUTER'S AMERICAN SERVICE.)

New York: January 12.
Dow Jones Average High—1933/34. Low: Jan. 12. Jan. 13. Change
30 Industrials 108.87 60.16 98.73 87.66 07 down
20 Rails 68.53 35.43 41.71 41.52 00 down
40 Utilities 37.73 19.32 24.32 24.28 02 up
40 Bonds 89.07 73.91 86.45 86.52 07 up
Commodity Index 60.44 41.98 49.90 50.43 53 up

Asia Lands, Limited, received the following report from their New York correspondents, E. A. Pierce & Co. Steel shares were a feature of the market and we think that their strength is based on expectation of an early increase in steel-mill operation. The market appears to be receiving pretty effective support and would not take the selling side.

Wheat: The market opened moderately active and barely steady. The easier tone of securities caused scattered liquidation. When stocks rallied, buying came from the North West and there was some short covering.

Cotton: An opening demand from abroad was absorbed by further realizing. There was slight reaction later, after which demand broadened, buying becoming quite generally.

Silver: Nearby positions were fairly steady, while distant months were easier on selling attributed to banking interests. Trading, generally was quiet.

Business Done:

1933	Div. \$	Per \$	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	
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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 16th Jan. 10 a.m.
AMOI & SHANGHAI	"SHANTUNG"	On 17th Jan. 5 p.m.
SWATOW & SHANGHAI	"HUPH"	On 18th Jan. 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"YINGCHOW"	On 18th Jan. 10 a.m.
DAIREN	"LINAN"	On 20th Jan. 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 21st Jan. 10 a.m.
SWATOW, FOCHOW, WUKAIWANG, CHIEFOO & TIENTSIN	"HOIHOW"	On 21st Jan. 11 a.m.
AMOI, SWATOW & SHANGHAI	"ANSUN"	On 23rd Jan. 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 23rd Jan. 10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 23rd Jan. Noon
AMOI & SHANGHAI	"TAIYUAN"	On 24th Jan. 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 26th Jan. 10 a.m.
SHANGHAI & DAIREN	"TEAN"	On 28th Jan. 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 29th Jan. 10 a.m.
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 30th Jan. 6 a.m.
SWATOW, FOCHOW, WUKAIWANG, CHIEFOO & TIENTSIN	"LIANGCHOW"	On 30th Jan. 10 a.m.
SWATOW & BANGKOK	"KALANG"	On 30th Jan. Noon
SWATOW, SHANGHAI & TIENTSIN	"HUPH"	On 31st Jan. 10 a.m.

For Freight or Passage apply to: BUTTERFIELD & SWIRE, Agents, Telephone 30311.

TRAVEL A.O. LINE

To AUSTRALIA Calling at Manila (P. I.), Thursday 1st. Cairns Townsville Brisbane Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (oil burners).

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESSE CARRIAGE.

Buy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney - 19 Days.

FIRST CLASS FARE TO SYDNEY, 27/6 RETURN.

LONDON (via Australia) from £128-15-0.

(Australian Newspaper on the line)

STEAMERS: CHANGTE, TAIPING, CHANGTE, TAIPING.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

BUTTERFIELD & SWIRE, Agents, HONG KONG - SHANGHAI.

THE EAST ASIATIC CO., LTD COPENHAGEN.

The M.S. "MALAYA"

on or about 20th JAN., 1934

For SINGAPORE, PORT SAID, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN & BALTIC PORTS.

OUTWARD: For SHANGHAI & JAPAN: 22nd Jan. 10th Feb. 23rd Feb. 9th Mar. 4th April.

HOMEWARD: For CONTINENTAL PORTS: 10th Feb. 23rd Feb. 9th Mar. 4th April.

Optional Bill of Lading issued to United Kingdom Ports.

All vessels have excellent passenger accommodation (1st class only).

Passenger fares Hongkong/Europe £55 To £60.

HONG KONG/BANGKOK SERVICE maintained by the Fast Motor Vessels.

M.S. "BINTANG" M.S. "MUINAM."

about 19th JAN., due Bangkok on or about 25th JAN.

For further particulars, please apply to:

JOHN MANNERS & CO. LTD

Telephone 24074.

Agents, 20, Market Street, HONG KONG.

PRINCE LINE - SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERSANDAL" Jan. 20th

M.V. "CHINESE PRINCE" Feb. 3rd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:-

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building, Telephone: 22165. Telegram: Furnprince

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS 3 P.M.

M.V. "SVALE" on WEDNESDAY, 17th JANUARY.

Arrivals and Departures from the Company's Wharf (Near Black Pier).

ROUND TRIP TICKETS will be issued from HONGKONG to FOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 6 Days).

For Freight and Passage apply to:-

DOUGLAS LARSEN & CO., LTD.

20, Market Street, HONG KONG. General Managers: P. & O. Building.

ADVERTISED SAILORS FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Hai Ning, Douglas, Jan. 16.

Taiwan, B. & S., Jan. 17.

Hai Yang, Douglas, Jan. 19.

Kun Sang, Jardine's, Jan. 20.

Taiwan, B. & S., Jan. 21.

Hai Ching, Douglas, Jan. 23.

Sirdhana, B.I. (Apcar), Jan. 23.

Sui Sang, Jardine's, Jan. 23.

Yat Shing, Douglas, Jan. 16.

Hop Sang, Jardine's, Jan. 19.

Hoihow, B. & S., Jan. 21.

Hai Ching, Douglas, Jan. 23.

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Hai Ching, Douglas, Jan. 23.

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P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CORFU"	15,000	27th Jan.	Bombay, Mauritius & London.
"BRUTAN"	6,000	3rd Feb.	Mars. Havre, L'don.
"BANPURA"	17,000	10th Feb.	Bombay, Mauritius & London.
"REHAR"	6,000	17th Feb.	Mars. Havre, L'don.
"HAWALPINDI"	17,000	24th Feb.	Bombay, Mauritius & London.
"BOUDAN"	6,000	3rd Mar.	Mars. Havre, L'don.
"COMORIN"	15,000	10th Mar.	Mars. Havre, L'don.
"CHITRAL"	15,000	24th Mar.	Mars. Havre, L'don.
"BURDWAN"	6,000	31st Mar.	Mars. Havre, L'don.
"RANCHI"	17,000	7th April	Bombay, Mauritius & London.
"CARTHAGE"	15,000	21st April	Mars. Havre, L'don.
"SOMALI"	6,000	28th April	Mars. Havre, L'don.
"NALDERA"	15,000	15th May	Bombay, Mauritius & London.
"CORFU"	15,000	29th May	Mars. Havre, L'don.
"BANGALORE"	6,000	5th June	Bombay, Mauritius & London.
"MANTUA"	11,000	2nd June	Mars. Havre, L'don.
"HAWALPINDI"	17,000	16th June	Bombay, Mauritius & London.
"BRUTAN"	6,000	23rd June	Mars. Havre, L'don.

* Large only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redifical Mail Steamship Co.

Steamship	Tons	From Hongkong (about)	Destination
"SANTHA"	8,000	19th Jan.	Singapore, Penang & Calcutta
"TAKADA"	7,000	3rd Feb.	do.
"SIRDHANA"	8,000	18th Feb.	do.
"TALMA"	10,000	4th Mar.	do.
"TILAWA"	10,000	18th Mar.	do.
"SANTHA"	8,000	1st April	do.
"TAKADA"	7,000	15th April	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	3rd Feb.	Manila, Rabaul, Brisbane
"TANDA"	7,000	3rd Mar.	Manila, Rabaul, Brisbane
"NANKIN"	7,000	30th Mar.	Manila, Rabaul, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia:
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,800	14th Jan.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	24th Jan.	Shanghai, Kobe & Yokohama
"HAWALPINDI"	17,000	28th Jan.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	4th Feb.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	18th Feb.	Shanghai, Kobe & Yokohama
"COMORIN"	15,000	22nd Feb.	Shanghai, Kobe & Yokohama
"BURDWAN"	6,000	23rd Feb.	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	23rd Feb.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	23rd Feb.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	4th Mar.	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	9th Mar.	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	9th Mar.	Shanghai, Kobe & Yokohama
"SOMALI"	6,800	21st Mar.	Shanghai, Kobe & Yokohama
"CARTHAGE"	15,000	23rd Mar.	Shanghai, Kobe & Yokohama
"NALDERA"	15,000	5th Apr.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	19th Apr.	Shanghai, Kobe & Yokohama
"MANTUA"	11,000	3rd May	Shanghai, Kobe & Yokohama
"HAWALPINDI"	17,000	17th May	Shanghai, Kobe & Yokohama
"KARAI-HIND"	15,000	3rd Jun.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	14th June	Shanghai, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Punks, Louvre Ventilation.
Steamers on London and Australian Lines are fitted with Laundries.
Passes measuring not more than 50 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage Fares, Freight, Handbooks, etc. apply to:
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONG KONG. Agents.

THE SWEDISH EAST ASIATIC
SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation.)
HOMEWARDS
To PORT SAID, MARSEILLES, ALGIER, ORAN,
BOTTEDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG
and other SCANDINAVIAN PORTS
via MANILA and STRAITS SETTLEMENTS.
M.V. "PERFECT" ... 4th February
M.V. "FORMOSA" ... 3rd March
OUTWARDS
To SHANGHAI and JAPAN PORTS
M.V. "FORMOSA" ... 22nd January
M.V. "SHANTUNG" ... 19th February
Passenger, Baggage (Hong Kong to Mediterranean) ... 240
Passenger, Baggage (Hong Kong to Rotterdam) ... 250
Agents—GILMAN & CO., LTD. G. H. HUYONG
Hong Kong Canton

Shipping News Week-End Statement. Waterfront News.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 2,270 TONS;
THROUGH CARGO
17,020 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British.	Cargo for H.K.	Through Ports
Yu Sang, Swatow	650	950
President Wilson, Manila	233	2,418
Dutch, Tjissaroea, Amoy	118	2,662
German, Coblenz, Shanghai	89	1,160
Danish, Annam, Manila	350	5,200
Norwegian, Pronto, Swatow	—	351
French, D'Artagnan, Saigon	80	390
Italian, Col. de Luna, Saigon	156	1,100
Portuguese, Au Choa, K. C. Wan	240	—
Japanese, Morioka Maru, Sakito	358	2,794
Total	2,272	17,025

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Yu Sang (British), Swatow	1
Tjissaroea (Dutch), Amoy	143
Coblenz (German), Shanghai	12
Pronto (Norwegian), Swatow	104
D'Artagnan (French), Saigon	79
Total	339

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
American	1	2
Dutch	1	0
German	1	0
Danish	1	1
Norwegian	1	1
French	1	2
Italian	1	1
Portuguese	1	0
Japanese	1	1
Chinese	0	1
Total	10	9

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—

ARRIVALS

January 14.

Silversand, British str., 3,693 tons, Capt. W. Rauritsen, from Shanghai, Laichikok—Furness Far East, Ltd.
Tsinan, British str., 2,100 tons, Capt. C. H. Jones, from Amoy, buoy No. B21—B. and S.
Wing Lee, British str., 851 tons, Capt. J. E. Harvey, from Hong Kong, buoy No. B5—W. Hop and Co.
Tjissaroea, Dutch str., 4,394 tons, Capt. J. Uareboud, from Amoy, buoy No. A3—J.C.J.L.
Pronto, Norwegian str., 1,233 tons, Capt. B. J. Moller, from Swatow, buoy No. A5—K. Larssen and Co.

Wharves.

Kowloon:—President Wilson, Morioka Maru, Empress of Canada
China Merchants:—Tai Poo Sek, Best, C.K.—Dell Maru, Douglas—Svale, Chiu Ou—Hydrangea.

Docks.

Kowloon:—Chak Sang, Hal Hing, Marly, Venezia, Empress of Russia, Munster Castle.
Tsimshu:—Tin Sang, Kwei Yang, Liangchow, Sinkiang, H.M.S. Proteus, Talyo Maru.

Buoys.

No. A1—Coblenz.
A2—Taketoyo Maru.
A3—Tjissaroea.
A4—Pronto.
A7—La Perouse.
A12—Tamatso Maru.
B4—Fingal.
B8—Yat Shing.
B9—Ou Choa.
B10—Hellas.
B14—Anshun.
B15—Kiangsu.
B16—Hellas.
B21—Tsinan.
C1—Tonkin.

WARSHIPS IN PORT.

The following warships were in port yesterday:—
East Wall—Ostris and Oswald.
North Wall—Herald and Orpheus.
North Wall—Falmouth.
North Wall—Cumberland, Kappel, Wiche, Verity.
West Wall—Medway and submarines.
Dock—Odin and Otus.
Taikoo Dock—Proteus.
Cosmopolitan Dock—Pandora.
No. 12 Buoy—Whitehall.

SHIPPING MOVEMENTS.

The Ben Line s.s. Bendoran, Leith, Middlesbrough, Antwerp, London and Straits, left Singapore for this port on January 13, and is due to arrive here on January 19.
The R.M.S. Empress of Japan left Kobe yesterday, at p.m., is due at Shanghai to-morrow at 1 p.m. and will leave for Hong Kong and Manila on Thursday at 10 a.m.
The B.I. and Apcar Line s.s. Santaitha left Kobe for this port on the afternoon of the 12 inst., and is due here on the afternoon of the 17th inst.
The B. and S. s.s. Ixion (from Shanghai), is due to arrive here to-day.
The B. and S. s.s. Aeneas (from Shanghai), is due to arrive here to-day.

CLEARANCES

January 15.

Laperouse, for Haiphong.
Tsinan, for Canton.
Coblenz, for Manila.
Wing Lee, for Canton.
Hydrangea, for Swatow.
Pronto, for Singapore.
Kiangsu, for Bangkok.
Morioka Maru, for Calcutta.
Tin Sang, for K. C. Wan.
Tricolor, for Shanghai.

January 15.

Morioka Maru, Japanese str., 3,095 tons, Capt. S. Hirose, from Sakito, Kowloon Wharf—N.Y.K.
Coblenz, German str., 5,395 tons, Capt. A. Vogt, from Shanghai, buoy No. A1—Meichers and Co.

President Wilson, American str., Capt. W. A. Ross, from Manila, Kowloon Wharf—Dollar Line.
Yat Shing, British str., 1,424 tons, Capt. J. Middleton, from Canton, buoy No. B8—J. M. and Co.

Tricolor, Norwegian str., 4,189 tons, Capt. E. Christensen, from Manila, buoy No. A8—Thoresen and Co.
Kamona, British str., 902 tons, Capt. T. B. Robertson, from Hong Kong, Yaumatei—Williamson and Co.

Shantung, British str., 1,568 tons, Capt. W. A. MacKenzie, from Canton, buoy No. B20—B. and S.
Kwangchow, British str., 1,572 tons, Capt. C. P. Miller, from Swatow, buoy No. B3—B. and S.

Sandviken, Norwegian str., 1,775 tons, Capt. A. Norvald, from Canton, buoy No. B2—J. M. and Co.
Laperouse, French str., 2,860 tons, Capt. Corenwinter, from Sydney, buoy No. A7—M. M. and Co.

CONSIGNEE NOTICES

SILVER LINE.

NOTICE TO CONSIGNEES.

NEW YORK AND LOS ANGELES.

THE Motor Vessel "SILVER SANDAL" having arrived from the above Port on 14th January, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 20th January, 1934, at 10 a.m.

All Claims must be presented within 15 days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undisturbed after the 22nd January, 1934, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 4th Floor, King's Building, Connaught Road, Dial 23165.

Hong Kong, 14th Jan., 1934. (2176)

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
UNITED KINGDOM & CONTINENT
S.S. "CITY OF MANILA" ... Havre, London, Rotterdam & Hamburg ... 9th Feb.

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND CANADIAN LINE
ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON, NEW YORK & BALTIMORE ... 5th Feb.
M.V. "LAGANBANK" ... ORIENTAL AFRICAN LINE
MAURITIUS & SOUTH AFRICA ...
Loading for Mauritius: Remonia, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth), Mossel Bay and Capetown.
LIMITED. PASSENGER ACCOMMODATION AVAILABLE.
ALSO AGENTS FOR
KLAVENESS LINE
(PACIFIC COAST-ASIATIC SERVICE)
HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.
M.V. "ROSEVILLE" ... 25th Jan.
Issuing through B/Lading to Gulf & Atlantic Coast with transshipment at Los Angeles by first opportunity.
All SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.
For Freight or Passage on any of the above lines apply to:
THE BANK LINE, LTD.
Telephone: 27791.

ASK ABOUT THE NEW LOW FARES

To Europe and Return

GOING HOME VIA CANADA RETURNING VIA SUEZ

From Manila, China, Japan via VICTORIA and VANCOUVER.

Yokohama to Pacific Coast in 9 days. But only by Direct Express, and only on Empress of Asia and Empress of Russia, the largest and fastest liners on this shortest Trans-Pacific crossing. Want to visit Honolulu en route? Then, take Empress of Japan, the Pacific's largest liner, its queen of speed. Or her running mate, Empress of Canada. On arrival Vancouver step on board train for the journey through the World Famous Canadian Rockies to Montreal and Quebec and the

ST. LAWRENCE SEAWAY.

Most direct, most scenic, shortest route to Europe. Fully two days cut from open ocean and spent in the sheltered waters of the St. Lawrence. Your selection of 5 types of accommodations. Your choice of 12 Canadian Pacific liners. Each a head-liner in her class:

- 3 Empresses ... First Class.
- 4 Duchesses ... Luxury with economy.
- 5 Cabin ships ... Low cost but solid comfort.
- All ships ... Tourist and Third Class.
- 3 to 5 sailings weekly from Montreal and Quebec (trains go direct to ship-side) to British and Continental ports.

GREAT REDUCTION ON ALL THROUGH FARES.

CANADIAN PACIFIC



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TAIYO MARU ... Tuesday, 23rd Jan., at Midnight

CHICHIBU MARU ... Wednesday, 7th Feb., at 10 a.m.

TATSUTA MARU ... Wednesday, 21st Feb., at 10 a.m.

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Friday, 29th Jan.

HIKAWA MARU ... (Starts from Kobe) Saturday, 3rd Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.

BAKUSAN MARU ... Saturday, 20th Jan.

HARUNA MARU ... Saturday, 3rd Feb.

KATORI MARU ... Saturday, 17th Feb.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 27th Jan.

KITANO MARU ... Saturday, 24th Feb.

BOMBAY via Singapore, Penang and Colombo.

MAKODATE MARU ... Monday, 29th Jan.

MAKODATE MARU ... Tuesday, 6th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Monday, 26th Feb.

NEW YORK via Panama, ... Saturday, 24th Feb.

ASUKA MARU ... Saturday, 24th Feb.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piræus, Genoa and Valencia.

DUBBAN MARU ... Wednesday, 17th Jan.

CALCUTTA via Singapore, Penang and Rangoon.

PENANG MARU ... Monday, 29th Jan.

MURORAN MARU ... Thursday, 8th Feb.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU (Nagasaki direct) ... Friday, 19th Jan.

KASHIMA MARU ... Saturday, 20th Jan.

GENOA MARU (Moji direct) ... Saturday, 20th Jan.

For further information, apply to:—

NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchanges to all Dept.)



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

CHRONOCRAUX ... 16th Jan.

D'ARTAGNAN ... 20th Jan.

ATHOS II ... 18th Feb.

ARABIS ... 27th Feb.

ARABIS ... 12th Mar.

FELIX ROUSSEL ... 27th Mar.

To SHANGHAI—KOBE.

ATHOS II ... 20th Jan.

ARABIS ... 24th Feb.

ANDRE LEBON ... 25th Feb.

F. ROUSSEL ... 9th Mar.

PORTOES ... 20th Mar.

CHRONOCRAUX ... 8th April

We can issue Through-Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—
Messageries Maritimes,
2 Queen's Building.
Telephone 30291.

MAILS FOREIGN

AIR MAIL SERVICES

Bangkok-Amsterdam via Singapore
Saigon-Marseilles via Saigon

Correspondence for Europe and intermediate countries will be accepted for transmission by these Services. Rates and all particulars are shown in the schedule of rates issued at the General Post Office and Kowloon Office. All letters etc. must be marked "By Air Mail" and handed in at the General Post Office and Kowloon Office.

BROADCASTING RECEIVING LICENCES, 1934.

All Existing Licences expire on 31st December, 1933.
New Licences for 1934 will be available at the Radio Office,
P. & O. Building, as from 1st January, 1934 and will be issued
during working hours against the receipt of a remittance of \$10.00.
Applications may be made to the Radio Office, P. & O. Building, at any time.

(a) personally,
(b) by messenger,
(c) by post.

It is essential under (c) and preferable under (a) and (b) that applications should be accompanied by crossed cheque payable to Hongkong Government. The new licence will then be sent by messenger as soon as it is ready. Where actual cash is tendered, a receipt should be received in exchange before leaving the Licensing Office.

In the case of renewal the old licence should be returned with the application.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.			
FROM	PER	DUE	
SIAMNAI and SWATOW	Ying Chow	16th	JAN.
SIAMNAI	Tsuen	16th	JAN.
STRAITS	Agapenor	6th	JAN.
JAPAN and CHANGHAI	Uheronokura	18th	JAN.
SIAMNAI	Arcoas	16th	JAN.
JAPAN	Sancho	17th	JAN.
SIAMNAI	Comte Verde	18th	JAN.
AUSTRALIA and MADAGASCAR	Astora Maru	18th	JAN.
STRAITS	Genoa Maru	15th	JAN.
CALCUTTA and STRAITS	Ateneang	18th	JAN.
U.S.A., HONGKONG, JAPAN and SHANGHAI (San Francisco, 29th Decemb.)	Fris. Coolidge	18th	JAN.
STRAITS	Tokio Maru	18th	JAN.
LONDON (Paris only—London 14th)			

December 1933 ...	Denotation...	19th	JAN.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 22nd December) ...	Free Adams Free Overland Hakusan ...	19th 19th 19th	JAN. JAN. JAN.
MARINA ...			
JAPAN and SHANGHAI ...			
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver B.C., 30th Dec.)	Emp. of Japan ...	10th	JAN.
JAPAN and SHANGHAI ...	General Lee Asahima Maru Calantha Maru Bowdan Perseus	20th 30th 21st 23rd 23rd	JAN. JAN. JAN. JAN. JAN.
STRAITS ...			
STRAITS ...			
STRAITS ...			
STRAITS ...			

CALCUTTA and STRAITS	Singapore	24th Jan.
YATON	Rio de Janeiro Maru	24th Jan.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
<p>Phong</p> <p>Saia</p>	<p>Laperouse</p> <p>Thiavroa</p>	<p>Tuesday, 18th,</p> <p>10.0 A.M.</p> <p>10.30 A.M.</p> <p>K.P.O.</p> <p>Reg. 9.30 A.M.</p> <p>Let. 9.30 A.M.</p>
<p>Letters for "Saigon - Marseille"</p> <p>via Air Mail Service"</p>	<p>Chenon</p>	

	C.P.O.	
	Heg. 10.00 AM	
	Lct. 10.30 AM	
	G.P.O.	
	Heg. 11.00 AM	
	Letters 11.00 AM	
Chenonceaux ..	G.P.O.	
	Heg. 10.45 AM	
	Letters 11.20 AM	
	G.P.O.	
	Parcels Noon	
	Heg. 1.15 PM	
	Letters 4.30 PM	

February.		
rt Bayard, Hethow, Pakhoi and Haiphong	Zonika	1.00 m
atow, Amoy and Foochow	Hai Ding	8.00 m
		Kwelon P.O.
		Legs. 3.00 m
		Letters 3.00 m
... and "EUROPE via Marseilles ...		J.P.O.
date Marseilles 17th February ...		Legs. 3.45 m
		Letters 4.80 m
		Parcels 3.00 m
... to Shanghai, Japan, Honolulu, U.S.A.,		
... to C. and E. America, Canada and		
... and "EUROPE via S. Grand"		

de San Francisco, 8th February		6:15 p.m.
-and *EUROPE via Siberia		5:00 p.m.
show via Swatow		
Yataohing		5:00 p.m.
Wednesday, 17th,			
Hanoi		1:30 p.m.
Tientsin		2:00 p.m.
Van Heule		3:30 p.m.
Thursday, 18th,			

ataw...	Hydrangea	3.00 P.
mits, Ceylon, India, Mauritius, East		Kowloon P.O.
and South Africa. Egypt, and		Regers 3.00 P.M.
EUROPE via Brindisi—doe Brindisi	Conte Verde	Unibers 3.00 P.M.
8th February		Reg. G.P.O.
		Leg. 3.15 P.
		Reg. 4.00 P.
... via Straite	Kidano Mare	Friday, 19th.
		9.30 A.M.
	South...	Parcels 11.20 A.M.

show and Fakhod ...	Yungchow ...	2.00 r
show, Amoy and Tchow ...	Haiyang ...	2.00 r
Angkor, Japan, Canada, U.S.A., Central and South America and EUROPE via Victoria, B.C.—see Victoria B.C. (thru February—B.O. and EUROPE via Siberia)	Excess Cleveland Lima Pres. Adams Kumazay ...	Parcels 5.00 r Box 4.15 r Letters 5.00 r 5.00 r 5.00 r 5.00 r

Letters for "Bandoeng—Ams.-
Perdam Air Mail Service". } Hakusan
Maru
Reg. 4.30 PM
Let. 5.00 PM
G.P.O.
Reg. 4.30 PM
Let. 5.00 PM

* Subscribed correspondence only.

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